

# AMERICAN RAILROAD JOURNAL.

## STEAM NAVIGATION, COMMERCE, FINANCE, ENGINEERING, BANKING, MINING, MANUFACTURES.

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### PRINCIPAL CONTENTS.

The Keystone Bridge Company .....	917
The Alpine Railways .....	918
Little Miami and Columbus and Xenia Railroads .....	918
The Cotton Crop .....	919
Atlantic and West Point Railroad .....	920
The Mont Cenis Summit Railway .....	921
Selma and Montgomery and Vicksburg and Meridian Railroads .....	921
Memphis and Little Rock Railroad .....	921
New York and Oswego Midland Railroad .....	921
Interest and Dividend Tables .....	922, 926
Stock Exchange and Money Market .....	923
St. Louis and Iron Mountain Railroad .....	925
Transcontinental Railway .....	925
Railroads in Arkansas .....	925
Foreign Trade of the United States .....	925
Railroad Earnings .....	925, 926
Journal of Railroad Law .....	926

with extensive and varied experience, acquired in pursuing successfully, for many years, the business of constructing and erecting Iron and Wooden Railway Bridges, Roofs and Buildings.

These Iron Bridges have been in constant use on the Pennsylvania Railroad and its dependencies and connections, for many years. The Iron Railway Bridge over the Ohio River at Steubenville, Ohio, was erected by this company, in accordance with the prescribed plans and specifications. It consists of four spans 235 feet each, and one channel span 320 feet, and three spans 210 feet each. The channel span is 90 feet above low water. The bridge was commenced in 1862, and completed in 1865, and gives entire satisfaction. The double track Iron Bridge of 260 feet span over the Monongahela River at Pittsburgh, for the "Steubenville Extension" of the Pennsylvania Railroad, was constructed by this company, from designs and specifications furnished by the Superintending Engineer of the railroad company.

To which may be added the numerous iron bridges for the Connecting Railway Co., including one improved wrought iron span 262 feet in length, over the Schuylkill River, recently completed. The wrought iron pivot bridge at Chicago, span 306 feet, also the wrought iron pivot bridge at Cleveland over the Cuyahoga River, span 326 feet, were also erected by this company under the patents obtained in 1862 and 1865.

The success of the "Linville & Piper" Patent Bridges has been unprecedented; for many years they have borne without visible defect or deterioration, the immense traffic of the Pennsylvania Railroad, Philadelphia and Erie Railroad, Northern Central Railway, Junction Railroad, and others. Miles of wooden bridge superstructure have been replaced by permanent iron structures, by the superintending officers of this company, without detention to the business of the roads. No single instance of failure, either in materials or workmanship, has yet been reported.

The invariable success of these bridges, and their perfect adaptation to the exigencies of heavy railway traffic, may be attributable mainly to the following important considerations: By novel and original methods of calculation, tested by the most rigid analyses, and illustrated by

models, the maximum strains on each portion of the system, for every condition of the permanent and variable load, are carefully determined for each structure; each part of the structure is then carefully and accurately proportioned to sustain the maximum strain to which it may be subjected under the most unfavorable condition of the "maximum" variable load or traffic; due allowances are made for the effects of impact, vibration, &c., &c.; the best quality of wrought and cast iron is always used.

Cast iron is used only to resist forces of compression; it is employed almost exclusively in the tubular form, and the parts are graduated in strict accordance with the deductions of theory and experiment. Every portion of all structures is accurately fitted by machines designed for the purpose, thus insuring accuracy and uniformity in the bearings, and obviating the danger of undue strains in any portion of the system.

These Railway Bridges are usually proportioned to sustain, in addition to the weight of the structure, a uniformly distributed load of one and a half tons per lineal foot, per track, without producing effects exceeding one-sixth, and for some conditions, one-eighth of the ultimate strength of the materials employed. By rigid adherence to correct scientific principles and liberality in proportions, with a careful selection of materials, and accuracy in workmanship, this company is prepared to furnish the great *desideratum*, a Railway Bridge, secure, economical and imperishable.

It will be seen that this company are perhaps the most extensive bridge builders in the United States; and having unlimited facilities, and being located at the centre of the iron trade for the West, possess peculiar advantages for this business.

The office of the company in Philadelphia is at 426 Walnut street. Address J. H. LINVILLE, President.

The Detroit Post says that arrangements have been made with Mr. J. Edgar Thomson, the president of the Pennsylvania Railroad, that will secure the early completion of the railroad between St. Paul and Superior, at the western end of Lake Superior.

### American Railroad Journal.

New York, Saturday, September 28, 1867.

#### The Keystone Bridge Company.

The Keystone Bridge Company having purchased the extensive Bridge Works of Messrs. Piper & Shiffler, located in the Ninth Ward of the City of Pittsburgh, Pa., with the right for the United States to manufacture and erect the celebrated Iron Railway Bridges under the "Linville & Piper" Patents, and "Piper's Patent" Wooden Bridges and Roof Frames, possess unusual facilities for manufacturing Iron and Wooden Bridges, Roof Trusses, &c., &c., and are prepared to enter into contracts with railway companies and others, throughout the United States, to furnish them with permanent and durable structures of any specified span and design.

The machinery has been provided with special reference to the peculiar requirements of Iron Bridge work. The facilities are ample for the execution of the extensive contracts now in progress, and will be increased as rapidly as found expedient, in order to complete promptly the most extensive structures.

The officers who superintend the manufacture and erection of all structures, are practical men,

**The Alpine Railways.**

On the same day on which an account was given of the opening of the Austrian Railway over the Brenner, intelligence was also received of the first journey performed by the locomotive engine over the whole line of the Mont Cenis Summit Railway. These two important events occurred only at four days' interval from each other. The experimental trip from Botzen to Innsbruck, in the Tyrol, was made on the 18th, and that from St. Michel de Maurienne, in Savoy, to Susa, in Piedmont, on the 21st of August.

The circumstances which suggested the construction of the Mont Cenis Summit Railway ought to be sufficiently familiar to our readers. When the Italian railway lines leading to France had been carried as far as Susa, and the Victor Emmanuel line, in connection with the French trunks, had opened a communication through the whole length of Savoy to St. Michel de Maurienne, there only remained, to complete the junction between the two countries, a distance of 77 kilometres, or about 48 English miles, daily traversed by post carriages in from 10 to 18 hours. Across that distance, however, lay the main chain of the Alps, with the Pass of Mont Cenis, over which an admirable highway had been opened, under the auspices of the First Napoleon, in the early years of the present century. To overcome this great barrier thrown by Nature in the way of railroad progress, a tunnel was projected which was to pierce the Little Mont Cenis, from the village of Fourneau, nine miles above St. Michel, to Bardonneche, near the head of the valley of the Dora, whence by Oulx and Exilles, the line would come down to Susa. This tunnel, one of the noblest enterprises of modern genius nearly eight miles in length, was begun in 1857, and was to be completed in a period of years variously estimated at from 14 to 21. The work was little more than started when Mr. Fell, an English engineer, conceived a scheme for carrying a railway over the summit of the Mont Cenis Pass, availing himself mainly of the carriage road as it was, and adapting to it a system of double rails and powerful engines which had already been for some time employed with success in this country. Mr. Fell made his application to the Italian Government in 1861, and was then confident of his ability to achieve his enterprise within a year. Much precious time was, however, wasted in preliminary financial and technical operations; but the actual construction itself has taken no more than eighteen months, so that the engineer's original pledge may be looked upon as approximately redeemed.

The Summit Railway now opened over Mont Cenis differs very materially from the works on the Brenner and Sommering in Austria, from that of the Giovi above Genoa, and that on the Portetta between Bologna and Florence. These lines, although their steep gradients render them unfit for very heavy traffic, so that they will never attain the same degree of usefulness which may be expected from the tunnel under Mont Cenis, are yet at least perfectly continuous, and can be traversed in the same carriage from end to end. But Mr. Fell's railway still causes a break in the great Franco-Italian line. Passengers from France on reaching St. Michel, have to be transferred from one train to another, as they had hitherto to step from the train into the diligence. The inconvenience to travelers is of course trifling; but we all know what difference in the conveyance of goods arises from the change of gauge on the same line. As an accommodation to light traffic, however, and till such time as the works at the tunnel are completed, Mr. Fell's achievement is invaluable, for, independent of the gain in time, it will render sledges unnecessary, and, by the protection of galleries and covered ways over the most exposed parts, it will obviate all delays and dangers from avalanches, snowdrifts, and all the other dangers of Alpine traveling in the winter

season. So far as passengers are concerned, the boast "*Il n'y a plus d'Alpes*" is made good, for a man on his way from Paris to Turin will be enabled to go over these mountains without any of the hardships that formerly used to make him so painfully aware of their existence. The conveyance of mails and mail-passengers, greatly improved of late as to regularity, will be liable only to such interruptions as are common to other lines, and from this moment Italy may safely reckon on becoming the permanent highway for the Overland Mail.

**Little Miami and Columbus and Xenia R.R.**

The joint earnings of the Little Miami and Columbus and Xenia railroads for the years ending November 30, 1865 and 1866, have been as follows:

	1865.	1866.
From passengers	\$1,819,171 18	\$906,572 57
" freight	950,366 70	895,994 81
" mail & express	155,236 82	116,390 95
" rent of track & depots	65,939 00	17,079 91
	<hr/>	<hr/>
	\$2,499,713 70	\$1,936,088 24
Working expenses, viz:		
Repairs of road	\$343,179 84	\$246,421 41
" bridges	25,170 40	12,899 19
" depots, etc.	25,422 78	29,448 81
" locomotives	104,910 96	96,389 57
" cars	171,328 98	143,453 85
Passenger expenses	184,017 15	237,938 82
Freight expenses	272,822 64	259,342 95
Fuel	166,048 46	147,326 88
Oil and waste	51,866 16	50,038 22
Rents	8,303 47	17,243 71
General expenses	75,693 22	73,431 25
Loss and damage	31,629 38	37,542 81
	<hr/>	<hr/>
	\$1,460,388 39	\$1,350,971 97
Interest	107,400 35	96,677 64
Taxes, State and National	112,558 92	100,607 37
	<hr/>	<hr/>
	\$1,680,847 66	\$1,548,256 98
Net earnings	\$819,366 04	\$387,781 26
Interest on investments		6,156 90
Received from Columbus and Indianapolis Central R.R. on division of earnings		8,927 21
Received from Cincinnati, Hamilton and Dayton on division of earnings		19,078 82
	<hr/>	<hr/>
Paid to C. C. and C. Co. on division of earnings		\$421,944 19
Loss on D. & W. lease for the year	38,729 21	
	<hr/>	<hr/>
	49,416 57	
Balance	\$372,527 62	
Balance December 1, 1865	710,865 65	
	<hr/>	<hr/>
	\$1,082,893 27	
Transferred to L. M. and C. and X. Co.'s for construction purposes	\$106,410 42	
Loss on securities sold	5,086 19	
Paid in settlement of old suit with S. M. and P. Co.	4,000 00	
Div. May, 1866, to L. M. stockholders	188,021 05	
" " " C. & X. "	65,768 42	
" Nov., 1866, to L. M. "	150,416 84	
" " " C. & X. "	52,614 74	
Undivided surplus, Nov. 30, 1866	\$10,625 61	
	<hr/>	<hr/>
	\$1,082,893 27	

The gross earnings, before adjustments and divisions under contracts with other companies, were \$1,936,088 24; in 1865 they were \$2,499,713 70—showing a decrease of \$563,675 46. After adjustment the earnings were \$1,953,356 91; against \$2,446,891 in 1865—a decrease of \$493,034 09.

The expenses for the same period, for operating the road, including repairs of track, bridges, station buildings and machinery, rents, taxes, etc., were \$1,451,579 84; against \$1,572,947 81—a decrease of \$121,367 97.

The assets and liabilities of the joint company are as follows:

**ASSETS.**

Rolling stock and shop machinery	\$928,936 06
Bills receivable	14,161 84
Due from agents	112,792 44
" transportation companies	101,444 70
" U. S. for military transp.	10,264 47
" for mail transportation	9,051 74
" State of Ohio	170 49
" L. M. R. R. Co., individual account	34,062 88
" individuals	252,736 38
Cash in hands of Treasurer	124,913 03
" Ass't Treasurer	34,208 61
" Paymaster	37,096 93
Materials in shops, supply rooms, etc.	263,106 26
Columbus and Xenia R. R. stock	98,900 00
" bonds	2,895 00
Pittsburg and Steubenville R.R. b'ds	200,000 00
Dayton and Xenia Railroad	411,042 79
Street connection bonds	68,000 00
United States Seven-thirties	50 00
Other bonds and stock	4,472 22
	<hr/>
	\$2,703,800 34

**LIABILITIES.**

Bills payable	\$31,572 00
Due to agents	184 96
" transportation companies	96,118 56
" individuals	288,595 28
Unpaid dividends	7,775 00
Dividend payable in December	203,031 58
L. M. R. R. Co. partnership account	1,076,931 57
C. & X. R. R. Co. partnership acc't.	538,465 78
Joint surplus, as above	510,625 61
	<hr/>
	\$2,703,800 34

The assets and liabilities of the Little Miami Railroad Company are as follows:

**ASSETS.**

Construction	\$2,927,136 53
Real estate and depots	783,168 77
Columbus and Xenia R. R. stock	425,650 00
Hillsboro' and Cincinnati R.R. stock	9,262 83
Other stocks	2,290 00
Individual accounts	993 82
L. M. & C. & X. partnership acc't.	1,076,931 57
	<hr/>
	\$5,225,438 52

**LIABILITIES.**

Capital stock	\$3,572,400 00
Loan from city of Cincinnati due Dec. 31, 1880	100,000 00
Mortgage bonds due May 2, 1888	1,300,000 00
Unclaimed dividends	1,727 51
L. M. & C. & X. individual accounts	34,062 88
Profit and loss	217,243 18
	<hr/>
	\$5,225,438 52

Cost of road and equipment to November 30, 1865	\$4,197,350 67
Increase in construction account	124,624 79
	<hr/>
L. M. R. R. Co.'s $\frac{2}{3}$ of increase in joint Co.'s equipment	\$4,321,975 46
Total	\$4,329,596 01
The account with the stockholders is as follows:	
Surplus, December 1, 1865	\$146,302 85
Amount received from L. M. & C. & X. Co.	70,940 28
	<hr/>
Surplus Dec. 1, 1866	\$217,243 18

The assets and liabilities of the Columbus and Xenia Railroad Company are as follows:

ASSETS.	
Construction .....	\$1,435,363 42
L. M. & C. & X. R. R. Co., partnership account.....	538,465 78
Central Ohio R. R. stock.....	33,314 68
C. Fay, Treasurer.....	84,203 61
Real estate.....	19,081 48
Individual accounts.....	26,445 08
C. & X. R. R. stock.....	17,050 00
Telegraph stock.....	2,000 00
Dayton, Xenia & Belpre R. R. stock.....	1,000 00
Springfield & Columbus R. R. stock.....	1,000 00
Bills receivable.....	18,890 35
	<b>\$2,126,814 33</b>
LIABILITIES.	
Capital stock.....	\$1,786,200 00
Dividend bonds due June 1, 1866.....	4,200 00
Mortgage bonds, due Sept., 1890.....	248,000 00
Unclaimed dividends.....	944 97
L. M. & C. & X. R. R. Co.....	69,230 42
Interest account.....	53 00
Fractional stock account.....	20 00
Surplus account.....	18,165 94
	<b>\$2,126,814 33</b>
Cost of road and equipment to Nov. 30, 1865.....	\$1,451,414 72
Increase in construction account.....	8,130 16
	<b>\$1,454,544 88</b>
Less real estate sold.....	100 00
	<b>\$1,454,444 88</b>
C. & X. proportion of joint rolling stock.....	309,645 35
Total.....	<b>\$1,764,090 23</b>

The account with the stockholders is as follows : Surplus Nov. 30, 1865 ..... \$17,722 59 Amount drawn on surplus joint acc't. 35,470 14

Surplus Nov. 30, 1866 ..... \$53,192 73 The equipment of the road consists of 42 locomotives, 40 passenger cars, 23 baggage, mail and express, 428 box, 21 stock, 95 rack, 107 platform and 10 lime cars.

The number of miles run by locomotives has been : with passenger trains, 507,086 ; with freight trains, 590,731 ; with wood and construction trains, 63,032—total miles run, 1,160,900 ; an increase over the previous year of 71,833.

The following statement exhibits a comparison of mileage and cost of repairs for ten years :

Miles run.	Cost of	
	Repairs.	Cost per mile.
1857. .... 666,546	\$65,479 46	9.82 cents.
1858. .... 637,835	59,031 92	2.25 "
1859. .... 732,924	54,507 41	7.43 "
1860. .... 796,187	60,778 92	7.64 "
1861. .... 814,908	55,469 20	6.80 "
1862. .... 846,882	67,395 35	7.95 "
1863. .... 1,002,647	96,713 78	9.64 "
1864. .... 1,117,836	120,426 58	10.77 "
1865. .... 1,089,067	98,889 89	9.03 "
1866. .... 1,160,900	89,430 33	7.70 "

The following is a comparative statement of the mileage and cost of repairs and renewals of passenger cars for the past and preceding years :

Miles run.	Cost of repairs.	Cost per m.
1865. .... 2,353,354	\$57,125 74	2.4 cents.
1866. .... 2,684,174	48,958 18	1.9 "

Increase. 330,820 Dec. \$8,167 56 0.5 cents.

The mileage and cost for repairs and renewals of freight cars during the same time have been as follows :

Miles run.	Cost of repairs.	Cost per m.
1865. .... 7,343,721	\$111,075 48	1.61 cents.
1866. .... 6,830,124	91,440 64	1.80 "

Dec.... 513,597 \$19,634 84 0.21 cents.

The actual working expenses of the road 68.22 per cent. of the gross earnings, are an increase of 9.80 per cent. over those of last year, the expense of rent and taxes not being included.

The cost of renewal and repair of iron rail, renewal of cross ties and chairs, opening of ditches, renewal and repair of culverts, cattle guards, and other masonry, repairing fences, surfacing track, etc., has been \$251,802 19 ; against for last year, \$348,011 47—a decrease of \$96,209 28. The cost of repairs of road per mile run by locomotives and cars, was 2.8 cents. In 1865 it was 3.2 cents.

The following materials have been used in renewals during the year ; 1,571 tons new rails, 18,311 new chairs and joint fastenings, 129,950 lbs. of spikes, 63,463 cross ties, and 2,850 iron rails repaired—the total cost of which has been \$121,689 95.

The increase in cost of repairs of station buildings, has been \$520 70 ; in water stations, \$2,881 50 ; in shop machinery, \$365 44 ; with a decrease in repairs of bridges of \$12,771 21 ; and in repairs and renewals of locomotives of \$8,959 56.

There have been carried on the road during the year exclusive of commuters, 486,349 passengers, of whom 153,466 were through, and 332,888 local.

Number of passenger carried one mile, 25,461, 623, of whom 15,862,627 were through, and 9,598,996 were local.

The tonnage carried during the year, exclusive of express matter, amounts to 242,550 tons through freight, and 166,460 tons local—an increase over the previous year of 43,900 tons.

The officers and directors of the Little Miami Railroad Company, for 1867 are as follows :

President.—E. W. WOODWARD.

Directors.—Larz Anderson, Nathaniel Wright, W. H. Clement, Alphonso Taft, Chas. H. Kilgour, N. L. Anderson, B. F. Strader, E. W. Woodward, J. N. Kinney, John Bacon, Abraham Hivling, Jos. R. Swan.

Vice President.—CHAS. H. KILGOUR.

Secretary.—N. L. ANDERSON.

Treasurer.—S. E. WRIGHT.

Auditor.—D. G. A. DAVENPORT.

The officers and directors of the Columbus and Xenia Railroad Company, for 1867, are :

President.—Jos. R. SWAN.

Directors.—Wm. Dennison, Robert Neil, D. W. Deshler, L. Goodale, Henry C. Noble, Jos. R. Swan, Geo. M. Parsons, W. H. Clement, Chas. H. Kilgour, E. W. Woodward, Abraham Hivling, Jos. Simon Gebhart.

Vice President.—E. W. WOODWARD.

Secretary and Treasurer.—CYRUS FAY.

#### The Express Companies.

The gross receipts of the several lines for the first seven months in 1866 and 1867, have been as follows :

	1866.	1867.
Wells-Fargo.....	\$854,159	\$401,001
Adams.....	2,307,545	1,990,030
United States.....	2,193,178	1,312,858
American.....	1,993,678	1,217,510
Merchants' Union.....	.....	2,043,351

The Merchants Union was not in operation in 1866. The competition made by this company operates chiefly on the United States and American companies, though the Adams is somewhat affected. It would appear that the aggregate of business done by the three companies, the Adams, the United States and American, during the first seven months of the year, amounted last year to

\$6,494,391, and this year to \$4,520,398—decrease, \$1,973,993, against \$2,043,351 done by the Merchants' Union in the first seven months of this year. While gross receipts over these lines for the seven months have increased but \$69,760 over those of last year, the amount of business transacted has been largely augmented under reduced rates.

#### The Cotton Crop.

The following statements of the movements are compiled from the *New York Shipping and Commercial List* :

#### COMPARATIVE PRODUCT OF COTTON.

	1861.	1866.	1867.
Louisiana.....	1,751,599	711,629	702,131
Alabama.....	546,794	429,102	239,516
Texas.....	144,747	174,985	185,919
Florida.....	121,172	149,139	58,349
Georgia.....	477,584	263,378	255,965
South Carolina.....	336,339	112,273	162,247
North Carolina.....	56,295	64,559	38,522
Virginia.....	78,182	37,581	123,627
Tennessee, &c. ....	143,424	211,885	185,712

Total bales.. 3,656,086 2,154,476 1,951,988

The exports of cotton from the United States in each of the last two years (ending September 1st,) were as follows :

	1865-'66.	1866-'67.
To Great Britain.....	1,262,271	1,216,262
To France.....	220,650	198,147
To Northern Europe.....	48,647	95,342
To other foreign ports....	23,096	47,303

Total bales.... 1,554,664 1,557,054

The amount consumed in the United States is given by the same authority as 854,039 bales for the year ending September 1st, 1867. In this connection we bring forward our statement of the total crop for the last forty five years, adding the estimates by the *Shipping List* for the period of the war. The figures for each year are given, as shown by the receipts at the ports, according to our usual custom. The actual growth in 1855-'56 was generally estimated at less than a quarter of the supplies which reached the ports then newly opened :

#### COMPARATIVE CROP STATEMENT.

Year.	Bales.	Year.	Bales.
1820-'21.....	430,000	1844-'45.....	2,394,503
1821-'22.....	455,000	1845-'46.....	2,100,587
1822-'23.....	495,000	1846-'47.....	1,778,651
1823-'24.....	509,158	1847-'48.....	2,347,334
1824-'25.....	569,249	1848-'49.....	2,728,596
1825-'26.....	720,027	1849-'50.....	2,096,706
1826-'27.....	957,281	1850-'51.....	2,355,257
1827-'28.....	727,593	1851-'52.....	3,015,029
1828-'29.....	870,415	1852-'53.....	3,262,882
1829-'30.....	976,845	1853-'54.....	2,930,027
1830-'31.....	1,038,848	1854-'55.....	2,847,339
1831-'32.....	987,477	1855-'56.....	3,527,845
1832-'33.....	1,070,438	1856-'57.....	3,939,519
1833-'34.....	1,205,324	1857-'58.....	3,113,962
1834-'35.....	1,254,328	1858-'59.....	3,851,481
1835-'36.....	1,360,725	1859-'60.....	4,669,770
1836-'37.....	1,422,930	1860-'61.....	3,656,086
1837-'38.....	1,801,497	1861-'62 est..	4,800,000
1838-'39.....	1,360,532	1862-'63 est..	1,500,000
1839-'40.....	2,177,835	1863-'64 est..	500,000
1840-'41.....	1,634,945	1864-'65 est..	300,000
1841-'42.....	1,683,574	1865-'66.....	2,154,476
1842-'43.....	2,378,875	1866-'67.....	1,951,988
1843-'44.....	2,030,409		

—N. Y. Journal of Commerce.

The grantees of the Portsmouth and Dover, N. H., R. R., have chosen Albert L. Jones, President, and G. W. Tucker Treasurer of their corporation. Dover and Portsmouth are ten miles apart. The route of the road has not been fully decided upon.

**Atlanta and West Point Railroad.**

The income of this road for the years ending June 30, 1866 and 1867, has been as follows:

	1866.	1867.
From passengers.....	\$187,655 10	\$158,911 41
" freight .....	198,271 60	208,688 88
" mails.....	5,468 70	6,562 44
" express.....	17,589 89	12,789 77
U. S. Government	11,183 88	
" miscellaneous.....	292 00	4,624 81
	<b>\$115,410 67</b>	<b>\$891,476 81</b>

And the expenses, were:

Conducting-transport'n.	\$46,680 15	\$62,202 14
Motive power.....	64,387 58	72,923 46
Maintenance of way...	68,214 90	72,676 55
Maintenance of cars ..	6,463 72	11,574 15
Total ordinary exp....	\$185,746 35	\$219,376 30
Leaving .....	\$229,664 32	\$172,100 51
From which deduct extraordinary expenses in 1866-67, viz:		
Rebuilding cars .....	\$20,000 00	
Two new engines.....	32,476 54	
One express car .....	1,500 23	
Repairs of engines.....	15,000 00	
Cross ties.....	5,000 00	
Rents of cars.....	2,296 23	
Government taxes.....	7,465 72	
Donation .....	600 00	
Map and profile of road ..	1,088 00	
Old claims .....	17,793 40	
	103,220 12	
Leaving balance of earnings unappropriated.....	\$68,880 39	

In 1866 the extraordinary expenses were \$175,016 04, leaving the balance of earnings unappropriated at the close of that year \$54,648 28.

The per centage of ordinary expenses to gross receipts in 1867 was about 56 against 45 for the previous year. This is the result of competition and low rates, as will be seen by the following comparison: In 1866 the average receipt per passenger was \$4.28 1/4; in 1867, \$3.86 1/8; and per ton of freight, \$7.97 against \$4.48. The number of passengers for the year ending June 30, 1866, was 43,703, and the number of tons of freight, 24,250. In 1867, the number of passengers was 47,263; and the number of tons of freight, 46,569.

The report says:

It thus appears that while the gross receipts have fallen off \$23,933 86, the tonnage has increased 22,819 tons; and the passengers carried have been 3,550 more than last year.

It will also appear, that the extra expenditures from earnings, for renewal and repairs, have been large. Further expenditures for these purposes will be required to repair the waste and ravages of war, and restore property to its former condition. But these extra expenditures are drawing to a close; and we have the opinion of the Superintendent, that demands for these purposes will not, probably, hereafter interfere with regular dividends. It can not be expected that the company will ever be restored to the unequalled prosperity it once enjoyed; but it can scarcely be doubted, that the opinion of the Superintendent will be fully justified by future profits. With freedom from debt, dividends of 8 per cent., as indicated by him, may be derived from our local business, which, after all, is the only reliable business for the payment of dividends. Railroads in the South-west are multiplying and extending; and competition for the distant or through travel is constantly increasing. Perpetual vigilance, in guarding against competition, by securing proper connections and extensions, is a peculiar feature in railroad investments. The competition of the routes from New Orleans, by Jackson and Grand Junction, and from Mobile, by Mardian and Corinth, rendered the extension of our connec-

tions from West Point to the Gulf almost a necessity. To accomplish this important object, it was found necessary to give aid, in some way, to the Alabama and Florida Railroad; the completion of which would give us connection with Mobile and with the fine harbor of Pensacola.

With this important object in view, the Stockholders, in Convention, were induced in 1857, to join the Montgomery and West Point Railroad Company, in a guaranty of the bonds of the Alabama and Florida Railroad Company, for the sum of three hundred thousand dollars, at ten years. A first mortgage was given to secure the guarantors against loss; and as the resources of the company were deemed ample, at the time, to meet, punctually, all its engagements, there was no apprehension of either loss or inconvenience. The depredations of war defeated these calculations. The bonds became due the 1st instant, and it became necessary to provide for them; this will be done by a substitution of the bonds of the guarantors, at five years, dividing the amount as principle, with mutual indorsements. This company, by agreement, controls the whole loan for the benefit of both guarantors. No loss is apprehended; but the transaction is referred to, as it concerns the interests of the Stockholders.

The contemplated advantages of a connection with Mobile are still enjoyed; but the extension to Pensacola was destroyed by the Confederate Government, which, it is hoped, however, will soon be rebuilt.

The permanent effect of emancipation upon the profits of railroads is a problem not yet fully worked out. As their main purpose and business is to circulate the exchangeable wealth of the country, and accommodate the travel connected with and dependent upon it, their profits must greatly depend upon the general prosperity.

After the cessation of hostilities, an activity was exhibited for a time, which the slender resources left by the war could not long maintain. The people were destitute of both luxuries and necessities, and the exports remaining in the country were rapidly brought to market, and converted into necessary supplies. Many citizens of the North too, deceived equally with ourselves into a belief of a speedy restoration of the Union, with all its constitutional guarantees, and a return of that general prosperity which a restoration of the Union can alone restore, were flocking into the country, purchasing property, and preparing for new enterprises. This activity was only fitful. In the policy of the government, they were disappointed. Our slender resources left by the war, were soon exhausted, and were but slightly replenished by the last year's crop, which was nearly a failure. Our people are now very poor; they were greatly impoverished by the war, and under our disorganized political status, have not felt much encouragement to improve their condition. For want of means, we have but little local travel or traffic; for want of confidence, we have but little from other States. But we should not be without hope; our present position bears too heavily on national interests and the prosperity of the whole country, to continue much longer. With all discouragements, the material resources of the country are visibly improving. Crops are reported promising, and the freedmen are working and conducting themselves very well; they are, of course, as yet, in general knowledge, an uninstructed race; but there is much more intelligence and good sense among them than is generally supposed. They have some very sensible counsellors of their own race and color, and are beginning to see their peculiar advantages as a laboring class in the South. They are, of course, free to engage in any employments for which they think themselves best qualified; but as agricultural laborers, their advantages are, perhaps, unrivaled. Inured to the climate, disciplined to order and economy, and educated in the peculiar agriculture of the South, they may be considered experts in the production of a profitable export, for which there is constant and almost unlimited demand. With these advantages, and sobriety and industry, they may soon become the most in-

dependent and prosperous laboring class on the earth! That such should be their fortune, should be the wish of all; for the prosperity of both races is strictly and closely identified. If one prospers, so will the other; and if both prosper, so will the South, with all its material and dependent interests.—Railroads included.

Should these hopes be even partially realized, and good government, with constitutional guarantees, fully restored, we may fondly and reasonably hope for a large share of that prosperity which we once enjoyed. In comparing net profits, however, with those realized before the war, there are some elements which will, for a time, at least, contribute to an unfavorable result. We allude to reduced mail pay, and onerous taxation. Before the war, 50 per cent. of gross receipts was considered an average outlay for the expenses of management. It is now about 60; sometimes more, very rarely less. In view of the heavy claims upon income for renewals and repairs, no dividend was declared in January last. Further appropriations might well be made for these purposes; but as the most pressing claims of this kind have been satisfied, and the Stockholders are much in need of dividends, a dividend of \$3 50 per share, free of tax, was declared payable on this day.

The assets and liabilities of the company, July 1, 1867, were as follows:

ASSETS.	
Road outfit and real estate.....	\$1,200,078 76
Bills receivable.....	22,779 20
Supply fund .....	2,500 00
Jno. D. Gray & Co.'s note.....	5,000 00
Due by agents and companies.....	103,026 52
Cash .....	13,248 11
	\$1,346,632 59

LIABILITIES.	
Capital stock .....	\$1,232,200 00
Bonds of the company .....	35,500 00
Dividends unpaid.....	16,569 11
Due to agents and companies.....	40,005 89
Profit and loss .....	22,857 59
	\$1,346,632 59

The equipment of the road consists of 18 locomotives, 6 passenger cars, 4 baggage, 1 express, 2 cab, 1 shanty, 45 box, 12 stock and 21 platform cars.

TREASURER'S BALANCE SHEET.	
Road outfit and real estate .....	\$1,200,078 76
Bills receivable.....	22,779 20
Interest account.....	2,355 00
Supply fund .....	2,500 00
Dividend July, 1866.....	49,288 00
Jno. D. Gray & Co.'s note .....	5,000 00
Due by agents and companies.....	103,026 52
Cash .....	13,248 11
Road expenses .....	322,596 42
	\$1,720,872 01

Capital stock.....	\$1,232,200 00
Profit and loss, July 1, 1866 .....	5,120 20
Bonds of the company .....	35,500 00
Dividends unpaid.....	16,569 11
Due agents and companies .....	40,005 89
Road earnings .....	391,476 81
	\$1,720,872 01

President.—HON. JOHN P. KING.

Directors.—W. B. Berry, Jesse McLendon, John E. Robinson, Richard Peters, F. Phinizy, Hon. Orville A. Bull.

Secretary and Treasurer.—WILLIAM P. ORME.

Gen'l Superintendent.—L. P. GRANT.

**L** The Franklin copper mine produced 44 tons, 498 pounds, of copper in August; the Pe-wabic, 113 tons, 165 pounds; Quincy, 90 tons; 165 pounds; Isle Royale, 52 tons, 1,263 pounds; Shelden-Columbian, 84 tons.

**The Mont Cenis Summit Railway.**

The opening of the railway over Mont Cenis has already been announced. The following particulars of the trial trip are given in an English paper

A train, composed of an engine and two carriages, left for Michel station at 6.30 A. M. on the 21st of August. Mr. Fell's system consists of the application of a central double-headed rail placed on its side in the middle of the way, and elevated about fourteen inches above the ordinary rails. There are four horizontal driving wheels on the engine, under the control of the engine driver, which can be made by pressure to grasp the central rail so as to utilize the whole power of the engine and so enable it to work up incredible gradients without slipping. The carriages also have four horizontal wheels underneath which, with the central rail, forms a complete safeguard. In addition to the ordinary brakes there are brakes upon the central rail. It would appear, therefore, impossible for the engine or carriage to leave the rails where the central one is lain. The morning was admirably adapted for the trip, the sun shining with great brilliancy upon the Alpine peaks and the numerous glaciers which are visible in different parts of the route.

After leaving the deep valley in which St. Michel is situated, the line passes by a gradient of one in thirty to the Point de la Denise, where an iron bridge spans the river Arcq, near the site of that which was carried away by the inundations of last year. As the little train passed the village of Fourneau, the workmen of the Grand Tunnel of the Alps turned out *en masse*, and, as at all other parts of the route, they were observed stooping down and even endangering their lives for the purpose of inspecting the unusual mechanism of the engine for working on the central rail. The first very steep gradient of one in twelve was seen in passing Modane, and, fore-shortened to the view, appeared on the approach as if impossible to surmount; but the engine, the second constructed on this system, had already proved equal to the task on the experimental line, and, clutching the central rail between its horizontal wheels, it glided quickly up, under a pressure of steam not more than eighty pounds to the square inch, without apparent effort.

The progress was purposely slow, because no engine or carriage had previously passed over the line, and also to give opportunity for examining the works. The damages to the road on which the line was chiefly laid we found to be substantially repaired by the French Government. The magnificent scenery around, and the waterfall near Fort Sassaillon, were much admired, as the sharp curves afforded different views while passing on the edges of the deep ravines. The train entered Lauslebourg Station under a triumphal arch, having accomplished twenty-four miles of distance, and attained an elevation of two thousand one hundred feet above St. Michel. From this point the zigzags of ascent commence, and the gradients over a distance of four miles were for the most part one in twelve. Looking down from the train near the summit, as if from a balloon, four of the zigzags were visible at the same instant to a depth of two thousand feet. The power of the engine was satisfactorily tested in this ascent, and the summit was reached under salvos of artillery from an improvised battery, and amid the cheers of French and Italians who had gathered to welcome the English on the frontier.

The engine came to a stand under a triumphal arch, at an elevation of 6,700 feet above the sea. Flags of the three nations, and a silk flag especially presented by Signor Ginaoli, to Mr. Fell, waved over a sumptuous breakfast, also provided by that gentleman. The hospice, the lake, and the plateau of the summit, surrounded by snow clad peaks and glaciers, rising to an elevation of from 10,000 feet to 13,000 feet were passed, and the portion of the descent commenced from the Grand Croix. The railway here follows the old Napoleon Road, which was abandoned long since for diligence traffic on account of the dangers from avalanche. Masonry covered ways of extraordinary strength

had here been speedily provided for the railway. The descent to Susa was a series of the sharpest curves and steepest gradients, on which the central rail had been continuously laid. The valley of the Dora, with Susa and the convent of St. Michel, and even the Superga above Turin, visible for thirty miles in the distance presented a magnificent panorama, as the train wound through a clear atmosphere round the mountain side. The confidence of the party on a trip which would, under ordinary circumstances, have been so dangerous was manifested by their crowding round all parts of the engine, from which, under a feeling of the security afforded by the central rail, they thoroughly enjoyed the everchanging scenes as they passed round the edges of the various precipices. Susa was entered amid the acclamations of multitudes of spectators, and the party adjourned to dine at the Hotel de France. Thus was completed a journey unexampled in its character, both as respects the steepness of gradients, the elevation of the summit level, and the difficulty with which the curves and precipices were overcome.

**Selma and Montgomery, & Vicksburg and Meridian Railroads.**

It is now a certainty that the short gap of about forty-five miles, existing between Montgomery and Selma, will, within the next twelve months, be a link in the great railway route, on the *shortest line between the Mississippi river from any point and the Atlantic sea-coast!* The distance from Vicksburg to Savannah, *via* Selma and Montgomery, will be 670 miles, between which points passengers will be conveyed in 30 hours, at a very moderate rate of speed, and freight in about 48 hours. A regular line of steamers ply between New York and Savannah, and it will no doubt become the preferred route with the Vicksburg and other merchants in this section of the South, for a certain class of their merchandise freight from New York, for which the speediest transportation is desired. Thus it will become a great thoroughfare for Western freight, to be distributed in Alabama, Georgia, &c., starting from Vicksburg; and for New York freights, destined for portions of Mississippi, Louisiana and Texas, for the most part, coming through Vicksburg. Consequently, Vicksburg will be the point of concentration for a vast amount of Western and Eastern freight, of every description, which must ensure to the benefit of her trade, and advance her commercial growth and prosperity.

In this connection, we can state that the Vicksburg and Meridian Railroad is now being put in good working condition for the fall trade. The President of the company has succeeded in making highly important financial arrangements, which will enable him to add very much to the safety and efficiency of the road, and to increase the rolling stock to the full extent that will be required to accommodate the business that will be offered.

In a word, the Vicksburg and Meridian Railroad, with its Eastern connections, is to form the great trunk line from the Atlantic to the Pacific.—*Vicksburg Times.*

**Memphis and Little Rock Railroad.**

We have been informed that the president and directors of the Memphis and Little Rock Railroad have made arrangements whereby the eastern division of their road, extending from Memphis to Madison, on the St. Francis river and the western division, from Devall's Bluff to Little Rock, are to be completed by the first of next January. They have made a contract with Mr. Edward Denmead, of Marietta, Ga., who agrees to put the above divisions of the road in complete running order; to furnish labor, timber, ties, and all materials necessary (except iron, the company agreeing to supply the rails, chairs, spikes, etc.) He is to erect all bridges, and trestle-work required, build sidings, depots, water stations, stock pits, etc.; put in new cross-ties; and, in short, put the road in thorough condition. The entire cost to the company, including iron, is estimated at \$200,000.

The company agree to pay Mr. Denmead \$20,000 in cash instalments as the work progresses. The balance which may be due him on the estimates of the engineer, is to be paid out of the earnings of the road after it is put in working order. The divisions referred to will be placed in charge of an experienced superintendent, to be selected jointly by the company and contractor, who will take charge of the working of the road, the company furnishing the rolling stock. He will make monthly reports to both parties, and pay over monthly the net earnings to Mr. Denmead, until the entire amount due on his contract shall be paid, when the working management of the road will revert to the company. The affairs of the road, meantime, are to be subject to the inspection of both parties, and the general charge of the superstructure and work of the road will still be in the hands of its chief engineer, J. L. Meigs, Esq. A stage line is to be established from Madison to Clarendon, from whence a boat will convey passengers to Devall's Bluff, where they will take the cars on the western division for Little Rock. Some time since, a considerable amount of stock was subscribed by our business men to aid the company in grading the middle division of the road, which extends from the St. Francis to White river, forty-six miles, but payments have not been made promptly, and the work has been retarded. The contract to grade the middle division was awarded to Gen. Forrest, who as nearly twelve miles west of Madison completed, and is still at work. An agent of Gen. Fremont, president of the El Paso railroad, is expected here in a few days, and an arrangement may then be perfected whereby the work on the middle division will be pushed along more rapidly, and direct railroad communication between Memphis and Little Rock established.—*Memphis Appeal.*

**New York and Oswego Midland Railroad.**

The route of what is to be known as the New York and Oswego Midland Railroad, has, after much deliberation, been decided upon. The Rochester *Democrat* says that the directors have published a long address giving a description of the route proposed, and assigning reasons for their action. The line will commence on the Hudson River, at or near Jersey City, and go to Pomperton, New Jersey; thence to the village of Middletown on the New York and Erie Railway, in Orange County; thence through the Sandburgh and Sheldrake valleys to Young's Gap, in Sullivan county; from Young's Gap the road will pass through Delaware county, *via* Walton, to Sidney, and thence across the Susquehanna and Unadilla Valleys through Guilford and Oxford to Norwich, in Chenango County; thence through the Chenango and Oneida Valleys, *via* Oneida Lake, to Fulton, Oswego County; thence to Oswego. A branch will be constructed through the town of Hamden to the village of Delhi. A strong effort was made to bring the road through Syracuse, but that city and the towns in Onondago County having refused to issue bonds to aid in the construction of the road, the directors located the route from Norwich to Fulton *via* Oneida.

**Cleveland and Toledo Railroad.**

A meeting of the stockholders of this company will be held in Cleveland on the 8th of October, to consider and vote upon the question of a lease of its road to, and a running arrangement with, the Cleveland, Painesville and Ashtabula Railroad Company, and of an increase of its capital stock; and likewise to take action upon a proposition for leasing to the Cleveland and Pittsburgh Railroad Company the joint use of the Cuyahoga River Bridge at Cleveland.

## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,675,139	-----	-----	Hartford and New Haven...100	\$3,000,000	J.A.J&O	Oct.'67 5	Portl., Saco & Portsmouth...100	\$1,500,000	J. & D.	Jun.'67 3
Allegheny Valley ----- 50	1,498,400	-----	-----	Bannibal and St. Joseph...100	1,900,000	Do	-----	Providence & Worcester...100	1,800,000	J. & J.	Jul.'67 4
Alton and St. Louis ----- 100	125,000	J.A.J&O	Jul.'67 14	Do ----- pref.100	5,238,830	Do	-----	Reading and Columbia...50	665,019	-----	-----
Atlanta and West Point...100	1,232,200	J. & J.	Jan.'67 34	Hanover Branch ----- 50	116,850	M. & N.	M'y '67 5	Rensselaer and Saratoga...100	800,000	A. & O.	Apr.'67 2
Atlanta & N. Carolina...100	5,445,225	-----	-----	Housonton ----- 100	200,000	M. & N.	M'y '67 4	Richmond and Danville...100	2,000,000	-----	-----
Atlanta & Gt. Western...50	11,522,150	-----	-----	Hudson River ----- 100	18,937,100	A. & O.	Apr.'67 4	Richmond and Petersb.g...100	847,000	-----	-----
" " " pref. 50	1,919,000	-----	-----	Hazleton ----- 50	1,615,000	F. & A.	Aug.'67 3	Rich, Fred, and Potomac...100	1,041,800	-----	-----
Atlanta & St. Lawrence...100	2,494,900	J. & J.	Jul.'67 2	Huntingdon & B'd Top...50	494,330	Do	-----	Rockport ----- 100	88,460	J. & D.	Jun.'67 4
Augusta and Savannah...100	735,700	J. & J.	Jul.'67 34	" " pref. 100	1,180,000	M. & N.	M'y '67 4	Rome, Watert. and O'nb...100	2,385,500	J. & J.	Jul.'67 5
Baltimore and Ohio...100	10,151,962	A. & O.	Apr.'67 4	Hudson River ----- 100	18,937,100	F. & A.	Aug.'67 3	Rutland and Burlington...100	2,233,376	-----	-----
Do. Washington Br...100	1,860,000	A. & O.	Apr.'67 4	" " pref. 100	190,750	J. & J.	Jan.'67 2	S.L. Alt, and T. Haute...100	2,800,000	-----	-----
Baltimore City Passenger...100	370,000	F. & A.	Aug.'67 3	Illinois Central ----- 100	23,388,450	F. & A.	-----	" " " pref.100	1,700,000	Annual	Mar.'67 7
Boston and Chelsea...100	110,000	A. & O.	Apr.'67 4	Indianapolis & Cincinnati...100	1,889,900	M. & S.	Sep.'67 4	S.L. Jack'nv. and Chic'o...100	1,469,429	-----	-----
Bellefontaine Line...100	1,420,000	F. & A.	Feb.'67 3	Jeffersonv. Mad. & Ind...100	2,000,000	J. & J.	Jan.'67	St. Paul and Pacific...100	-----	-----	-----
Belvidere Delaware...100	997,112	-----	-----	Joliet and Chicago...100	1,500,000	J.A.J&O	Jul.'67 14	Sandusky and Cincinnati...100	2,089,000	-----	-----
Berkshire...100	600,000	J.A.J&O	Jul.'67 14	Joliet & North. Indiana...100	300,000	J. & J.	Jul.'67 4	" " " pref.100	393,073	M. & N.	M'y '67 3
Blossburg & Corning...50	250,000	J. & D.	Jan.'67 24	Lackawanna & Bloomb...50	1,335,000	Do	-----	Sand, Mansf. and Newark...100	900,000	-----	-----
Boston, Concord & Mont...100	459,600	-----	-----	Lehigh and Mahanoy...50	2,158,565	J. & J.	Jan.'67 6	Saratoga and Hudson R...100	1,020,000	-----	-----
Do. do. pref.100	1,840,400	J. & D.	Jun.'67 3	Lehigh Valley ----- 50	10,734,100	J.A.J&O	Jul.'67 24	Saratoga and Whitehall...100	500,000	A. & O.	Apr.'67 2
Boston and Lowell...100	182,000	J. & D.	Jun.'67 4	Lexington & Frankfort...100	514,646	M. & N.	M'y '67 3	Savannah and Charleston...100	1,000,000	-----	-----
Boston and Maine...100	4,076,974	J. & J.	Jul.'67 4	Little Miami...50	3,572,400	J. & D.	Jun.'67 4	Schuylkill and Susqueh'a...100	1,269,160	-----	-----
Boston and Providence...100	3,880,000	J. & J.	Jul.'67 5	Little Schuylkill...50	2,646,100	J. & J.	Jul.'67 2	Second and Third St.(Ph.) 50	203,757	J. @ J.	Jul.'67 5
Boston and Worcester...100	4,500,000	J. & J.	Jul.'67 5	Long and South St.(Ph.) 25	90,000	Do	-----	Schuylkill Valley...50	576,000	J. & J.	Jul.'67 4
Broadway (Boston)...150	325,000	-----	-----	Long Island...50	3,000,000	F.M.A.N.	Aug.'67 5	Seaboard and Roanoke...100	868,200	-----	-----
Broadwy & 7th Av.(N.Y.) 100	2,100,000	J. & J.	Jan.'67 5	Louisville and Frankfort...50	1,109,594	J. & J.	Jul.'67 3	Second Avenue (N. Y.)...100	670,000	A. & O.	Oet.'66
Brooklyn City ----- 10	1,000,000	F. & A.	F. '67 34	Louisville and Nashville...100	5,500,000	F. & A.	Feb.'67 4	Shamokin V. and Pottav.* 50	869,450	F. & A.	Ap. '67 2
Brooklyn City & Newt'n...100	399,800	-----	-----	Louisv., N. Alb. & Chicago...100	2,800,000	Do	-----	Sixth Avenue (N. Y.)...100	750,000	J.A.J&O	-----
Buff, New York & Erie...100	860,000	J. & J.	Jul.'67 34	Lowell and Lawrence...100	200,000	A. & O.	Oct.'67 8	South Carolina...100	2,819,275	-----	-----
Buffalo and State Line...100	2,200,000	F. & A.	Aug.'67 5	Macon and Western...100	1,500,000	M. & N.	M'y '67 4	South Shore...100	259,685	-----	-----
Cambridge Horse (Boston') 100	7,780	A. & O.	'67 44	McGregor Western...100	-----	Do	-----	South Western, Georgia...100	3,203,400	F. & A.	Aug.'67 4
Camden and Amboy...100	6,842,200	F. & A.	Aug.'67 5	Mahanoy & B'd Mount'n* 50	921,615	Do	-----	Southern Mississippi...100	1,000,000	-----	-----
Camden and Atlantic, pref. 50	600,000	-----	-----	Maine Central...100	1,600,860	Do	-----	Springfield and Columbus...100	-----	-----	-----
Cape Cod Branch ----- 60	721,928	J. & J.	Jul.'67 34	Manchester & Lawrence...100	1,000,000	M. & N.	M'y '67 3	Staten Island...100	660,000	J. & J.	Jul.'67 4
Catavissa...50	1,160,000	-----	-----	Marietta & Cincinnati...50	2,029,778	M. & N.	M'y '67 3	Syr., Bingham. and N. Y. 100	1,200,130	-----	-----
Catavissa, pref...50	2,200,000	F. & A.	Ap.'67 34	" " 1st pref. 50	6,686,185	M. & S.	Sep.'67 3	Taunton Branch...100	250,000	J. @ J.	Jul.'67 4
Cayuga & Susquehanna...50	689,110	J. & J.	Jul.'67 4	" " 2d pref. 50	4,061,744	M. & S.	Sep.'67 3	Tennessee and Alabama...100	595,922	-----	-----
Central of Georgia...100	4,066,300	J. & J.	Jul.'67 5	Memphis and Charleston...100	5,312,725	M. & S.	Mar.'67 4	Terre Haute and Indiana...100	1,583,150	J. & J.	Jul.'67 6
Central of New Jersey...100	13,000,000	J.A.J&O	Jul.'67 24	Memphis and Ohio...100	570,000	J. & J.	Jul.'67 5	Third Avenue (N. Y.)...100	1,750,000	-----	-----
Central Ohio, pref...100	400,000	J. & D.	Jun.'67 3	Metropolitan (Boston)...100	1,250,000	J. & J.	Jul.'67 5	Thirteenth and Fif. (Ph.)...50	-----	J. @ J.	Jul.'67 1
Cen. Park, N. & E. River...100	970,000	-----	-----	Michigan Central...100	7,502,466	J. & J.	Jul.'67 5	Tol., Peoria and Warsaw...100	1,650,000	-----	-----
Charlotte & S. Carolina...100	1,201,000	A. & O.	Ap.'67 10	Mich. So. & N. Ind. 100	9,311,300	F. & A.	Feb.'67 5	" " 1st pref. 100	1,700,000	-----	-----
Chemung...100	380,000	J.A.J&O	Jul.'67 2	" " 2d pref. 100	787,700	F. & A.	Aug.'67 5	" " 2d pref. 100	908,176	-----	-----
Cheshire, preferred...100	-----	-----	Annual	400,000	Do	-----	Tol., Wabash and West...50	5,400,000	-----	-----	
Chicago and Alton...100	3,886,643	M. & S.	Sep.'67 5	Middlesex (Boston)...100	-----	F. & A.	Aug.'67 6	" " pref. 50	1,000,000	M. & N.	M. '67 34
Chicago, Bur. & Quincy...100	16,193,010	A. & O.	Ap.'67 10	Mobile and Glassboro...100	368,200	F. & A.	Feb.'67 5	Troy and Boston...100	607,111	-----	-----
Chicago and Gt. Eastern...100	4,390,000	-----	-----	Milw. & Prairie du Chien...100	3,014,000	F. & A.	Feb.'67 8	Troy and Greenbush...100	274,400	J. & D.	Jun.'67 34
Chicago, Iowa & Nebras...100	1,000,000	-----	-----	" " 1st pref. 100	3,082,000	Annual	Feb.'67 7	Troy, Salem and Rut'd...100	800,000	A. & O.	Apr.'67 2
Chicago and Milwaukee...100	2,277,000	-----	-----	" " 2d pref. 100	1,014,000	Annual	Feb.'67 7	Union Transport'n (Bos.)...100	200,000	-----	-----
Chicago & N. Western...100	18,160,927	-----	-----	Milw. & St. Paul...100	3,627,000	J. & J.	Jan.'67 5	Union Pacific (E. D.)...100	-----	-----	-----
" " " pref. 100	12,994,719	-----	-----	M. Hill & Schuyk. Haven...100	2,775,000	J. & J.	Jul.'67 4	Union Pacific (Cent. Br.)...100	-----	-----	-----
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Ap.'67 5	Mississippi Central...100	2,000,261	F. & A.	Aug.'67 6	Union (Philia)...100	291,475	J. @ J.	Jan.'67 3
Cin. Ham. & Dayton...100	1,239,100	A. & O.	Ap.'67 5	Mobile and Ohio...100	3,588,300	Do	-----	Utica and Black River...100	324,400	J. & J.	Jul.'67 4
Cin. Richmond & Chicago...100	360,000	-----	-----	Montgomery & W. Point...100	1,419,769	F. & A.	-----	Vermont and Canada...100	2,250,000	J. & D.	Jun.'67 4
Cin. & Indiana Junction...100	1,800,000	-----	-----	Morris and Essex...50	5,500,000	F. & A.	-----	Vermont Central...100	8,000,000	-----	-----
Cincinnati and Zanesville...100	1,600,250	-----	-----	Nashua and Lowell...100	600,000	M. & N.	M'y '67 5	Vermont and Massachusetts...100	2,600,000	J. & J.	Jul.'67 1
Citizens' Passenger (Phil.) 50	12,750	J. @ J.	Jul.'67 4	Nashua & Chattanooga...100	2,956,544	Do	-----	Vermont Valley...100	516,184	-----	-----
Cleveland & Mahoning...50	2,044,600	M. & N.	M'y '67 4	Naugatuck...100	1,100,000	F. & A.	Aug.'67 5	Virginia Central...100	2,353,876	-----	-----
Cleveland & Mahoning...50	500,000	J. & J.	Jul.'67 5	New Bedford & Taunton...100	500,000	J. & J.	Jul.'67 5	Virginia and Tennessee...100	3,452,815	-----	-----
Cleveland and Pittsburgh...50	5,403,911	A. & O.	Sep.'67 5	New Haven & N. London...100	1,745,588	F. & A.	-----	Weser (Mass.)...100	6,710,800	J. & J.	Jul.'67 5
Cleveland and Toledo...50	4,841,300	A. & O.	Ap.'67 6	New Haven & N. London...100	1,753,281	J. & J.	Jul.'67 5	Western Union...100	2,687,227	-----	-----
Col. & Indiana pola...100	4,000,000	J.A.J&O	Jul.'67 24	New London Northern...100	1,000,000	F. & A.	Aug.'67 6	West Jersey...100	731,050	M. & N.	M'y '67 4
Columbus and Xenia...50	1,786,200	J. & J.	Jul.'67 5	N. O., Jackson & Gt. N...100	4,697,451	M. & S.	Sep.'67 4	West Philadelphia...100	5,130,470	J. @ J.	Jul.'67 5
Concord...100	1,500,000	M. & N.	M'y '67 5	N. O., Opel & Gt. West...100	4,093,425	F. & A.	Aug.'67 3	Wilm. and Manchester...100	1,130,470	-----	-----
Concord & Portsmouth...100	350,000	J. & J.	Jul.'67 24	New York Central...100	26,530,000	F. & A.	Aug.'67 3	Wilm. and Weldon...100	1,240,213	-----	-----
Coney Island & Brooklyn...100	500,000	-----	-----	" " pref. 50	5,250,000	J. & J.	Jul.'67 4	Worcester and Nashua...75	1,141,000	J. & J.	Jul.'67 4
Conn. & Passump. Rivers...100	-----	-----	Annual	1,673,300	J. & J.	Jul.'67 3	-----	-----	-----	-----	-----
Connecticut River...100	1,656,000	J. & J.	Jul.'67 4	" " pref. 100	3,007,197	Annual	Jan.'67 7	Canals.	1,575,963	J. & D.	Jun.'67 3
Cumberland Valley...50	1,816,900	A. & O.	Ap'r.67 4	Old Colony & Newport...100	4,848,300	J. & J.	Jul.'67 3	Chesapeake and Delaware 50	8,228,595	-----	-----
Danbury and Norwalk...100	306,900	-----	-----	Orange and Newark...100	281,550	Do	-----	Chesapeake and Ohio 25	1,635,350	F. & A.	Aug.'67 4
Dayton and Michigan...100	2,284,941	J. & J.	Jul.'67 3	Oswego and Syracuse...50	50,482,000	F. & A.	-----	Delaware and Hudson...100	10,000,000	F. & A.	Aug.'67 8
Delaware...50	466,132	J. & J.	Jul.'67 3	Pacific of Missouri...100	3,581,000	F. & A.	Aug.'67 4	Delaware and Raritan...100	2,294,000	F. & A.	Aug.'67 5
Del., Lackaw. & Western...50	12,288,550	J. & J.	Jan.'67 5	Panama...100	7,000,000	J.A.J&O	Oct.'67 8	Eric of Pennsylvania...50	64,000	M. & N.	M'y '67 3
Des Moines Valley...100	1,550,050	-----	-----	Paterson and Ramapo...100	248,000	J. & D.	Jul.'67 24	Lehigh Coal and Navigat. 50	6,137,000	-----	-----
Detroit & Milwaukee...100	464,359	-----	-----	Paterson and Hudson Riv...100	630,000	J. & J.	Jul.'67 4	Monong			

**CITY PASSENGER RAILROAD SHARE AND BOND LISTS.**

**PASSENGER RAILROAD SHARE LIST.**

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."																				
Fiscal year ending.	Length completed: equi- valent in single trk. in progress or projected.	Equipment.			Companies.			Cost of Rod and Equipment.	Share Capital paid in	Bonded Debt.	Floating Debt.	Gross.	Dividends on paid capital.	Market Price.	DESCRIPTION.					
		Cars.	Horses.	1-horse.	No.	No.	N								Amount out- standing.	Interest Rate.	Payable.	Principal payable.	Market Price.	
30 Nov.'66	3.36	—	—	—	—	—	N	MASSACHUSETTS.	\$	\$	\$	\$	p. c.	—	27	—	—	—	—	
30 Nov.'66	6.73	—	218	32	—	—	—	Boston and Chelsea	110,000	119,000	—	—	8,860	7,525	27	27,000	7	J. & J.	1884	
30 Nov.'66	27.43	—	—	—	—	—	—	Broadway, Boston	348,279	325,000	—	20,461	168,846	44,203	55	—	—	—	—	
30 Nov.'66	2.57	—	—	35	6	—	—	Cambridge	734,671	727,800	150,000	94	—	65,502	9	88	—	—	—	
30 Nov.'66	11.75	—	211	31	—	—	—	Lowell (Horse)	49,536	46,000	—	—	20,399	3,261	—	—	—	—	—	
30 Nov.'66	2.41	—	—	—	—	—	—	Lynn and Boston	271,530	200,000	50,000	50,032	164,742	5,255	25	—	—	—	—	
30 Nov.'66	3.07	—	—	—	—	—	—	Malden and Melrose	60,246	200,000	58,727	—	27,144	—	50	25	—	—	—	
30 Nov.'66	38.82	—	887	157	—	—	—	Medford and Charlestown	36,600	21,000	9,500	—	19,622	2,240	—	50	25	—	—	
30 Nov.'66	6.28	—	254	35	—	—	—	Metropolitan (Boston)	1,601,478	1,250,000	—	139,096	752,414	118,472	55	—	—	—	—	
30 Nov.'66	3.22	—	—	—	—	—	—	Middlesex (Boston)	494,702	400,000	38,000	76,444	151,176	11,437	40	—	—	—	—	
30 Nov.'66	5.89	—	60	9	—	—	—	Northampton & Will'sham	300,000	300,000	—	4,627	2,686	211	—	—	—	—	—	
30 Nov.'66	7.78	—	48	13	—	—	—	Quincy	141,233	71,000	58,400	55,000	34,256	2,685	—	—	—	—	—	
30 Nov.'66	3.61	—	—	—	—	—	—	Salem and South Danvers	189,972	150,000	27,300	4,148	55,970	6,108	3	39	—	—	—	
30 Nov.'66	2.50	—	12	3	—	—	—	Somerville	75,000	75,000	—	—	4,379	2,251	3	—	—	—	—	
30 Nov.'66	6.74	—	—	—	—	—	—	Stoneham street (Boston)	37,300	33,000	—	—	9,628	1,991	6	—	—	—	—	
30 Nov.'66	—	—	431	63	—	—	—	Suburban	95,000	5,000	—	—	—	—	—	—	—	—	—	
30 Nov.'66	1.58	—	—	—	—	—	—	Union (Transportation)	283,789	200,000	24,000	113,007	341,247	10,110	5	88	—	—	—	
30 Nov.'66	2.25	—	—	—	—	—	—	West Cambridge	13,600	13,000	—	—	516	44	47	—	—	—	—	
30 Nov.'66	11.60	—	—	—	—	—	—	Winnisimmet	6,152	59,800	—	—	3,720	3,255	4	—	—	—	—	
31 Dec.'66	—	—	—	—	—	—	—	Worcester	91,174	75,000	52,000	—	—	—	—	—	—	—	—	
CONNECTICUT.																				
31 Jan.'64	3.0	3.0	45	7	—	—	—	Fairhaven and Westville	100,000	100,000	—	—	—	8	—	—	—	—	—	
31 Dec.'62	8.5	—	11	3	—	—	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—	—	—	
NEW YORK.																				
30 Sep.'66	9.65	—	87	6	—	—	—	Albany	1,8,622	89,850	40,000	—	46,365	1,841	—	—	—	—	—	
30 Sep.'66	25.00	—	49	—	—	—	—	Bleecker St. & Fulton Ferry	1,698,766	900,000	694,000	10,000	281,424	103,590	100	—	—	—	—	
30 Sep.'66	10.76	—	—	—	—	—	—	Broadway (Brooklyn)	236,755	200,000	27,500	5,910	98,266	23,408	8	100	—	—	—	
30 Sep.'66	14.00	—	—	—	—	—	—	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	150,000	—	677,195	268,445	4	100	—	—	—	
30 Sep.'66	8.00	—	—	—	—	—	—	Brooklyn, Bath & Coney Is'd	153,414	99,850	80,000	72,872	27,901	7,576	—	—	—	—	—	
30 Sep.'66	24.00	—	—	—	—	—	—	Brooklyn Central & Jamaica	995,783	488,100	462,810	32,186	196,041	25,709	100	—	—	—	—	
30 Sep.'66	67.68	1.90	—	—	—	—	—	Brooklyn City	1,388,369	1,600,000	170,000	—	1,034,944	356,656	12	10	—	—	—	
30 Sep.'66	11.75	4.00	—	—	—	—	—	Brooklyn City & Newtown	649,425	399,800	200,000	18,795	128,224	18,866	100	—	—	—	—	
30 Sep.'66	0.09	0.41	—	—	—	—	—	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200	—	—	—	—	—	—	—	
30 Sep.'66	0.40	—	—	—	—	—	—	Brooklyn City & Rock, B'ch	124,586	102,150	35,000	—	8,667	4,562	—	—	—	—	—	
30 Sep.'66	24.00	—	—	—	—	—	—	Cent'r Pk.N & R.R. (N.Y.)	1,608,489	970,000	550,000	21,303	635,006	127,893	24	100	—	—	—	
30 Sep.'66	—	2.00	—	—	—	—	—	Clinton Avenue (Albany)	—	2,800	—	—	—	—	—	—	—	—	—	
30 Sep.'66	—	2.00	—	—	—	—	—	Cohoes & Waterford	—	560	—	—	—	—	—	—	—	—	—	
30 Sep.'66	19.75	—	—	—	—	—	—	Coney Island & Brooklyn	643,009	500,000	148,000	36,545	123,014	loss.	100	—	—	—	—	
30 Sep.'66	23.23	—	180	—	—	—	—	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549	—	—	—	—	—	—	
30 Sep.'66	6.00	—	—	60	—	—	—	East & North River (W.C.)	660	650	—	—	—	—	—	—	—	—	—	
30 Sep.'66	18.00	—	—	167	—	—	—	Eighth Avenue	1,300,972	1,000,000	160,000	—	725,724	61,207	9	100	—	—	—	
30 Sep.'66	12.00	—	42	—	—	—	—	42d st. & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5	100	—	—	—	
30 Sep.'66	4.52	—	—	—	—	—	—	Grande st. & Newtown (W.G.)	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'66	10.00	—	—	22	—	—	—	Harlem Br. Moris'ak & Ford'm	223,230	90,000	124,000	2,500	70,522	16,172	100	—	—	—	—	
30 Sep.'66	3.00	—	—	—	—	—	—	(Completed Sept., 1867.)	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'66	12.20	—	—	30	—	—	—	Port Morris & Westchester	445,295	97,320	12,000	—	73,276	loss.	100	—	—	—	—	
30 Sep.'66	11.00	—	—	38	—	—	—	Rochester City & Brighton	278,473	133,400	100,000	—	1,000	53,296	9,042	10	—	—	—	
30 Sep.'66	16.00	—	—	38	—	—	—	Second Avenue (N. Y.)	1,250,023	670,000	520,000	210,000	420,564	31,026	100	55	—	—	—	
30 Sep.'66	8.37	—	73	—	—	—	—	Sixth Avenue (N. Y.)	1,489,863	750,000	190,000	—	522,705	loss.	5	116	—	—	—	
30 Sep.'66	3.00	—	100	—	—	—	—	South Brooklyn & Berg. St.	—	—	—	—	—	—	—	—	—	—	—	
30 Sep.'66	17.50	—	170	—	—	—	—	Third Avenue (N. Y.)	2,408,509	1,170,000	1,380,000	70,000	1,090,023	260,333	12	100	—	—	—	
30 Sep.'66	5.00	—	—	50	—	—	—	Third Avenue & Fordam	975	975	—	—	—	—	—	—	—	—	—	
30 Sep.'66	4.46	—	—	—	—	—	—	Troy and Cohoes	50,000	50,000	—	(Lease d.)	—	—	—	—	—	—	—	
30 Sep.'66	6.50	—	—	—	—	—	—	Troy and Lansingburgh	—	—	—	(no report.)	—	—	—	—	—	—	—	
30 Sep.'66	1.76	—	4	V.	Brunst. st. & Kriebs, Blk'n	—	—	—	Utica and Waterville	311,362	124,500	100,000	1,200	46,449	14,355	—	—	—	—	—
30 Sep.'66	—	—	—	—	—	—	—	Westchester	5,949	7,370	—	—	—	—	—	—	—	—	—	
30 Sep.'66	—	—	—	4	—	—	—	West Shore	1,457	2,200	—	—	—	—	—	—	—	—	—	
NEW JERSEY.																				
31 Dec.'62	5.32	—	—	7	—	—	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—	—	—	
31 Dec.'62	5.05	2.50	—	8	—	—	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—	—	—	
31 Dec.'62	10.47	—	—	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—	—	—	
31 Dec.'62	17.00	—	150	22	—	—	—	Orange and Newark	618,296	287,560	300,000	30,750	124,879	30,566	50	—	—	—	—	
31 Dec.'62	5.80	—	—	8	—	—	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—	—	—	
31 Oct.'66	9.23	—	144	26	8	—	—	Citizens' (Pittsburg)	218,024	126,000	56,300	7,756	143,111	61,093	20	50	—	—	—	
31 Oct.'66	6.74	—	—	—	—	—	—	Frankfort and Philadelphia	134,935	71,475	50,000	21,750	6,184	loss.	—	—	—	—	—	
31 Oct.'66	16.43	—	271	49	—	—	—	Frankfort & Southw.k (Ph.)	772,606	491,650	200,000	—	261,223	65,440	6	50	154	—	—	
31 Oct.'66	24.41	—	367	59	—	—	—	Germantown	481,335	124,235	350,000	86,294	244,683	121,721	20	28	—	—	—	
31 Oct.'66	5.47	—	120	25	—	—	—	Girard College (Phila.)	81,612	160,000	—	—	104,934	17,340	15	60	284	—	—	
31 Oct.'66	4.93	—	191	38	—	—	—	Green & Goates st. Phila.)	232,963	150,000	100,000	—	166,792	51,984	184	50	304	—	—	
31 Oct.'66	2.12	—	25	—	—	—	—	Harrisburg City	—	41,114	9,500	4,824	11,463	507	25	—				

## NATIONAL AND STATE SECURITIES.

Interest.							Interest.						
Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.	Amounts outstanding.	Rate.	Payable.	When Payable.	Market Price.				
*Indicates that no interest is paid.					*Indicates that no interest is paid.								
<b>National Securities, Sept. 1, 1867.</b>					<b>Massachusetts—State Almshouse Loan</b>					<b>May &amp; Nov.</b>			
Loan of Jan. 28, 1847 registered	6	Jan. & July.	1867	137	—S. Almsh. and State H. Loan	100,000	5	May & Nov.	1872				
Loan of March 31, 1848 registered	14,830,792	6	"	1868	—Back Bay Land Loan	175,000	5	April & Oct.	1873-74				
" " " coupon	6	"	1868	—	Lun. Hosp. (W. Mass.)	220,000	5	May & Nov.	1882				
Texas Indemnity, of Sep. 9, 1850 coupon	283,000	6	"	1868	—Funding Loan	150,000	5	April & Oct.	1883				
Loan of June 14, 1858 registered	20,000,000	5	Jan. & July.	1874	—	75,000	6	June & Dec.	1888				
" " " coupon	5	"	1874	112	—Lun. Hosp. and State Prison	172,000	6	"	70-72	112			
Loan of June 22, 1860 registered	7,022,000	5	"	1874	—Lun. Hosp. (W. Mass.)	94,000	6	Jan. & July.	1874	117			
" " " coupon	5	"	1874	117	—Union Fund Loan	60,000	6	June & Dec.	1877	118			
Loan of Feb. 8, 1861 registered	18,415,000	6	"	1874	—Coast Defense Loan	600,000	5	Jan. & July.	1883				
" " " coupon	6	"	1874	118	—Bounty Fund Loan	888,000	5	"	1883	101			
Oregon War Bonds of March 8, 1861	1,016,000	6	"	1881	—	200,000	5	May & Nov.	1894	105			
" " " " " yearly	6	"	1881	—	— " " " sterling	4,379,500	5	"	1894	105			
Loan of July 17, 1861 registered	284,345,100	6	July.	1881	—Union Fund Loan	3,996,000	6	Jan. & July.	1894	105			
" " " " " coupon	6	Jan. & July.	1881	110	—	850,000	6	"	1894	105			
Loan of Feb. 25, 1862 (5-20s) registered	6	"	1881	111	—	2,150,000	6	Mar. & Sept.	1871-86	100			
" " " " " coupon	6	"	1882	108	—War Loan (currency)	2,113,000	5	April & Oct.	1878-79	100			
Loan of March 8, 1864 (5-20s) registered	6	"	1882	113	—Western R.R. Loan (sterling)	4,355,516	5	Jan. & July.	1883	101			
" " " " " coupon	6	"	1884	109	—Eastern R.R. Loan	275,000	5	April & Oct.	1883	101			
Loan of March 8, 1865 (5-20s) registered	6	"	1884	109	—Southern Vermont R.R.	200,000	5	April & Oct.	1890				
" " " " " coupon	6	"	1885	110	—Troy and Greenf'd R.R.	968,500	5	"	191-93				
" " " 2d series (5-20s) registered	6	"	1885	110	—	554,180	5	"	88-90				
" " " " " coupon	6	"	1886	107	Michigan—Sault Canal Bonds	300,000	6	Jan. & July.	1878				
" " " 2d series (5-20s) registered	6	"	1887	107	—Renewal Bonds	216,000	6	"	1878				
" " " " " coupon	6	"	1887	107	—Two Million Loan Bonds	1,750,000	6	"	1878				
" " " 3d series (5-20s) registered	6	"	1887	107	—	250,000	7	"	1888				
" " " " " coupon	6	"	1887	107	—War Loan Bonds	1,111,500	7	"	1886	100			
Loan of March 3, 1864, (10-40s) registered	171,409,350	5	Mar. & Sept.	1894	—Bounty Loan Bonds	463,000	7	May & Nov.	1890				
Pacific R.R. Bonds (currency)	16,344,900	6	Jan. & July.	1896-97	—State Building Loan	100,000	7	Jan. & July.	1877				
Treasury Notes (7-30s) July 17, '61: 1st series	400,786,025	7	Feb. & Aug.	1867	—Railroad Loan Bonds	2,275,000	7	"	1883				
" " " (7-30s) June 30, '61: 2d series	7	June & Dec.	1868	106	Mississippi—State Bonds (Planters' Bank)	2,000,000	6	"	41-71				
Matured Debt not presented	19,177,376	7	Jan. & July.	1868	—	5,000,000	6	Var.					
Gold Certificates of Deposit	15,462,703	6	At maturity.	—	Missouri—State Bonds	622,000	6	Jan. & July.	62-88	104			
Coupon Interest Notes 1864-'65	78,839,600	6	3 yrs	—	Hannibal and St. Joseph R.R.	3,000,000	6	"	81-86	81			
United States Notes (greenbacks)	365,164,844	6	—	—	—Pacific R.R.	7,000,000	6	"	81-87	202			
Fractional currency	29,302,178	6	—	—	—Southwestern R.R.	4,500,000	6	"	85-87				
Navy Pension Fund	13,900,000	6	—	—	—North Missouri R.R.	4,350,000	6	"	82-87				
<b>State Securities, latest.</b>					—Iron Mountain R.R.	3,500,000	6	"	83-89				
<b>Alabama—State Bonds</b>					—Cairo and Fulton R.R.	650,000	6	"	85-87				
" " " (extended) " "	168,000	6	May & Nov.	1872	—Platte County R.R.	700,000	6	"	1887				
" " " (funded coup.) "	1,941,000	6	"	1883	New Hampshire—War Loan of July 1, 1864	1,194,100	6	Jan. & July.	67-78	97			
" " " (sterling) "	437,880	6	"	1887	—	600,000	6	May & Nov.	84-89				
" " " ( ) "	648,000	6	Jan. & July.	1876	Sept. 1, 1864	609,500	6	April & Oct.	67-74	97			
<b>Arkansas—Bank Loan (real estate) coupon</b>	899,000	6	April & Oct.	1861	Oct. 1, 1866	600,000	6	Jan. & July.	68-88	102			
" " " (State Bank) "	610,000	6	Jan. & July.	1868	July 1, 1866	1,002,900	6	"	86-96				
<b>California—Civil Bonds of 1857</b>					1863 ( )	1,798,900	6	Jan. & July.	67-84	102			
" " " 1860	3,727,500	7	Jan. & July.	1877	1864	1,002,900	6	"	86-96				
" " " Soldiers Relief Bonds "	198,500	7	"	1880	—	738,400	6	"	97-102				
<b>Connecticut—War Bonds of May, 1861.</b>	1,548,500	7	"	1880	Bounty Fund Bonds	704,000	7	J. A. J. & O.	1870	104			
" " " Oct. 1861	2,000,000	6	Jan. & July.	1871-81	—coupon registered	2,559,000	7	Jan. & July.	1877	107			
" " " Nov. 1863	2,000,000	6	"	1872	General Fund Bonds	27,726,500	7	"	1877	107			
" " " May, 1864	2,000,000	6	April & Oct.	1874-84	—Canal Fund Bonds	1,186,780	6	"	1877	107			
" " " May, 1865 (free)	2,000,000	6	Jan. & July.	1875	—	500,000	6	"	1878	107			
<b>Florida—State Bonds</b>					General Fund Bonds	500,000	6	J. A. J. & O.	1871	107			
" " " (coupon)	370,617	8	var.	1875	—	500,000	6	"	1878	107			
<b>Georgia—State Bonds (Railroad)</b>					General Fund Bonds	909,607	5	Jan. & July.	96-78	94			
" " " (Act Mar. 12, '60)	276,000	7	various.	1872-74	—	442,960	5	May & Nov.	1868				
" " " (Railroad)	3,030,000	6	Jan. & July.	1886	—	900,000	5	Jan. & July.	1875	93			
" " " (Railroad)	1,659,000	6	"	1887	—	800,000	5	"	1878				
" " " (Sterling)	734,000	6	Feb. & Aug.	1886	—	1,163,000	5	J. A. J. & O.	1868				
<b>Indiana—State Bonds</b>					Canal Fund Bonds	167,000	5	"	1871				
" " " (coupon)	1,191,992	24	Jan. & July.	1886	—	4,500,000	5	"	1874	99			
" " " (coupon)	3,829,936	5	"	1886	—	906,607	5	Jan. & July.	96-78	94			
<b>Iowa—State Bonds</b>					General Fund Bonds	442,960	5	April & Oct.	90-91				
" " " (coupon)	180,000	7	Jan. & July.	1868	—	900,000	5	Jan. & July.	1900	53			
" " " War Loan Bonds	300,000	7	"	1868	—	280,366	6	Jan. & July.	1868	100			
<b>Kansas—State Bonds</b>					—	1,600,000	6	"	1870	100			
" " " War Loan Bonds	99,945	7	Jan. & July.	1875	—	4,095,309	6	"	1875	100			
<b>Louisiana—State Bonds (Banks)</b>					—	2,400,000	6	Jan. & July.	1881	100			
" " " (coupon)	500,000	6	Jan. & July.	1875	—	218,674	6	Jan. & July.	1886	100			
" " " (coupon)	918,910	6	"	1875	—	8,334,000	6	Jan. & July.	81-90				
" " " (coupon)	4,357,253	6	"	1875	—	650,000	6	April & Oct.	90-91				
" " " War Loan Bonds	945,200	6	Jan. & July.	1875	—	4,095,309	6	Jan. & July.	1886				
<b>Illinois—Ill. and Mich. Canals</b>					—	2,400,000	6	Jan. & July.	1886	100			
" " " (coupon)	1,157,223	6	Jan. & July.	1870	—	210,303	6	Jan. & July.	1886	100			
" " " (coupon)	1,229,677	6	"	1870	—	210,303	6	Jan. & July.	1886	100			
<b>Kentucky—State Bonds</b>					—	1,949,430	5	April & Oct.	1871	102			
" " " (coupon)	901,000	6	Jan. & July.	1871	—	239,147	5	"	1871	102			
" " " (coupon)	1,415,000	6	April & Oct.	1871	—	1,706,000	6	Mar. & Sept.	1882	97			
" " " (coupon)	253,000	6	May & Nov.	1870	—	917,000	5	April & Oct.	1883	98			
" " " Military Bonds	635,000	6	April & Oct.	1873	—	3,275,000	6	Jan. & July.	1894				
<b>Louisiana—State Bonds (Banks)</b>					—	2,000,000	6	Feb. & Aug.	1871	102			
" " " (coupon)	4,832,983	6	Feb. & Aug.	1886	—	468,500	6	April & Oct.	1871	102			
" " " (coupon)	2,928,000	6	"	1889	—	401,750	6	Jan. & July.	1877				
" " " (Lev. '68)	665,000	6	Jan. & July.	1887	—	720,983	5	"	1882				
" " " (New)	1,000,000	6	"	1888	—	4,907,150	6	"	1877	107			
" " " (coupon)	892,800	6	"	1888	—	7,909,20	6	"	1882	105			
<b>Maine—Mass. Land Debt of '55</b>					—	9,270,017	6	"	1882	105			
" " " Civil Loans of 1855-'56	150,000	5	October.	1867-72	—	2,000,000	6	Feb. & Aug.	1871	102			
" " " 1													

## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1864.	150,713	164,438	166,493	194,992	200,307	265,628	295,512	356,408	401,103	351,228	353,344	328,828	8,235,492
1865.	288,445	347,211	432,340	355,045	472,498	410,800	493,882	566,584	541,481	675,446	634,243	576,366	5,525,335
1866.	475,641	433,279	385,991	412,521	464,507	493,243	468,998	568,589	533,150	599,670	474,056	388,573	5,696,119
1867.	377,852	380,190	439,555	407,018	465,102	383,896	400,550	475,257	—	—	—	—	—
Chicago and Alton:													
1863.	109,850	101,355	104,372	122,084	182,301	145,542	149,187	157,948	170,044	170,910	156,969	153,294	1,673,706
1864.	100,991	154,418	165,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484
1865.	280,503	275,283	299,063	258,480	322,278	355,270	336,985	409,261	401,280	367,966	307,919	236,324	3,840,092
1866.	226,153	222,241	290,111	289,249	329,851	371,544	321,597	387,269	322,638	360,223	328,080	271,247	2,895,153
1867.	240,238	142,947	238,362	283,921	338,691	543,471	366,142	421,484	—	—	—	—	—
Chicago, Rock Island and Pacific:													
1863.	140,024	130,225	122,512	126,708	144,996	170,987	139,142	160,308	210,729	216,030	196,435	201,134	1,960,267
1864.	158,735	175,482	156,150	185,013	198,679	245,178	234,980	307,874	375,860	324,865	336,617	321,037	3,098,470
1865.	305,554	246,581	288,403	196,580	234,612	321,818	244,121	306,231	388,489	307,523	270,073	201,779	3,313,514
1866.	241,396	183,885	257,230	209,099	277,506	306,693	218,926	317,977	400,941	428,474	345,028	260,268	3,466,922
1867.	292,047	224,621	272,454	280,283	251,916	261,483	274,800	404,600	—	—	—	—	—
Chicago and Northwestern:													
1863.	38,829	33,804	38,485	40,641	37,588	38,058	30,208	50,198	51,485	61,787	51,386	60,895	528,364
1864.	47,393	56,565	67,822	61,182	58,178	53,518	58,458	87,037	97,816	94,543	78,111	580,495	—
1865.	77,878	77,242	83,450	76,514	76,674	91,937	91,075	97,145	106,889	118,610	116,293	91,564	1,108,821
1866.	90,415	79,430	110,079	107,072	120,460	118,603	86,087	107,012	104,547	182,725	136,897	123,785	1,817,102
1867.	95,233	80,923	93,872	108,164	90,583	87,784	81,600	94,867	—	—	—	—	—
Des Moines Valley:													
1863.	40,129	29,102	37,501	39,600	40,458	39,630	41,212	48,580	65,085	80,588	73,140	50,296	580,271
1867.	49,694	36,098	56,859	59,196	61,447	58,999	58,638	69,018	—	—	—	—	—
Erie:													
1863.	845,695	859,949	966,445	948,069	845,783	770,148	751,243	687,002	816,801	965,294	1,024,649	1,035,321	10,469,481
1864.	984,837	934,133	1,114,508	1,099,507	1,072,298	1,041,975	904,317	1,105,864	1,301,006	1,222,568	1,224,909	1,334,217	13,429,643
1865.	1,091,007	947,146	1,256,566	1,458,465	1,133,461	1,177,372	1,202,180	1,381,046	1,386,615	1,438,689	1,622,472	1,429,765	15,434,775
1866.	1,185,746	987,958	1,070,917	1,168,441	1,101,682	1,243,086	1,285,243	1,296,000	4,116,101	1,476,244	1,410,001	1,041,118	14,596,413
1867.	916,795	1,139,523	1,217,143	1,122,140	1,118,731	1,071,512	1,239,024	—	—	—	—	—	—
Illinois Central:													
1863.	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,205	478,576	496,433	437,679	424,531	4,571,028
1864.	327,900	416,588	459,762	422,797	466,373	510,100	423,578	640,179	700,236	661,391	657,141	603,402	6,320,447
1865.	571,532	528,972	616,665	516,908	460,573	617,682	578,403	747,469	739,738	641,589	643,587	518,088	7,181,208
1866.	603,063	508,266	506,466	411,005	569,250	567,879	480,626	578,263	571,348	661,971	598,219	504,066	6,516,741
1867.	660,488	654,201	417,852	420,365	477,607	496,816	497,879	684,377	—	—	—	—	—
Marietta and Cincinnati:													
1863.	38,203	53,778	60,540	64,306	35,326	40,706	68,704	52,864	77,112	88,059	76,764	68,883	710,225
1864.	77,010	74,409	88,901	72,389	83,993	78,697	91,809	90,972	98,078	98,546	98,908	96,453	1,038,168
1865.	96,672	87,791	93,763	78,607	76,248	107,526	104,608	115,184	125,262	116,495	116,146	105,767	1,224,055
1866.	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867.	94,136	78,976	92,910	92,768	90,526	96,535	106,694	114,716	—	—	—	—	—
Milwaukee and Prairie du Chien:													
1863.	67,130	76,132	44,925	88,177	106,967	111,200	71,587	69,383	155,417	205,055	138,842	112,913	1,247,268
1864.	102,749	115,135	88,221	140,418	186,747	212,209	139,547	133,399	183,218	178,526	149,099	117,013	1,711,281
1865.	98,184	74,283	70,740	106,889	146,943	224,838	217,100	170,555	228,020	310,596	224,840	110,664	1,985,712
1866.	121,776	84,897	72,135	105,082	267,488	262,172	170,705	116,224	150,959	245,701	244,864	98,787	1,983,900
1867.	143,000	86,000	72,000	87,510	119,104	114,579	131,000	113,707	—	—	—	—	—
Michigan Southern & Northern Indiana:													
1863.	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1864.	266,600	304,445	338,454	330,651	267,126	316,258	278,891	385,862	402,219	407,107	448,934	411,806	4,120,152
1865.	363,996	366,361	413,974	365,180	351,489	387,096	301,613	418,575	486,808	524,700	405,072	351,799	4,826,721
1866.	312,846	277,234	412,715	413,970	418,024	384,684	338,858	384,401	429,177	496,855	429,546	352,218	4,050,348
1867.	305,857	311,098	379,761	391,163	358,601	304,232	312,879	425,762	—	—	—	—	—
Michigan Central:													
1863.	242,073	245,858	256,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,704	306,188	3,168,065
1864.	282,435	278,848	348,802	538,276	271,533	265,780	263,244	346,781	408,445	410,802	406,510	376,470	8,970,946
1865.	306,324	279,137	344,228	327,241	401,456	365,663	329,105	413,501	476,611	490,694	447,670	328,70	4,920,560
1866.	282,439	265,796	337,158	343,787	365,196	335,083	324,936	359,646	429,161	493,640	414,604	308,689	4,260,115
1867.	304,065	283,661	375,210	362,783	333,952	281,977	313,021	395,993	—	—	—	—	—
Milwaukee and St. Paul:													
1864.	51,985	46,474	64,993	83,202	131,448	124,970	99,662	86,482	164,710	221,638	198,135	129,327	1,402,106
1865.	98,181	86,528	95,905	103,269	203,018	237,562	251,903	241,370	300,841	305,579	346,717	171,125	2,535,031
1866.	131,707	123,404	123,957	121,533	245,622	244,376	208,785	183,815	276,416	466,359	323,589	129,287	2,558,800
1867.	146,900	130,000	184,900	19,2,548	230,497	221,630	198,938	206,456	—	—	—	—	—
New York Central:													
1863.	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	802,744	1,018,375	968,228	1,002,798	9,693,244
1864.	920,272	790,167	867,590	91,397	839,128	841,165	818,512	840,450	1,079,551	1,045,401	1,157,818	11,049,833	—
1865.	921,831	936,587	609,023	1,105,664	1,004,435	1,209,736	1,025,793	1,14					

## AMERICAN RAILROAD BOND LIST.

! signifies that the road is in the hands of receivers. (!) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest	Interest.			Description.	Amount.	Interest	Interest.				
			When payable.	Where payable.	Due.				When payable.	Where payable.	Due.	Price.	
Alabama and Florida:													
Mortgage	\$300,000	7			1867	---	Chicago and Milwaukee:	1,726,000	7	Jan. & July.	New York	1893	88
Convert. (guar. by Dir.)	150,000	7			1868	---	1st General Mort.	1,726,000	7	Apr. & Oct.	New York	1895	55
Alabama and Tenn. Rivers:							Chicago and Great Eastern:	5,600,000	7				
1st Mortgage convertible	823,000	7	Jan. & July.	New York	1872	---	1st Mortgage	1,937,000	7	Jan. & July.	New York	1870	101
2d Mortgage	225,705	8			1864	---	Income bonds	47,000	8	" "	"	var.	---
Albany and Susquehanna:							1st Mort. (C. R. I. & Pa.)	6,599,000	7	Jan. & July.	"	1896	90
Mortgage	2,114,000	7	April & Oct.	Albany	1883	---	Chicago and Northwestern:						
Allegheny Valley:	398,000	7	April & Oct.	Pittsburg	1801	---	Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1885	96
1st Mortgage							General 1st Mortgage	3,600,000	7	" "	"	1885	85
Atlantic and Gt. Western:							Funded Coupon Bonds	750,000	7	May & Nov.	"	1883	91
1st Mortgage, N. Y. Division	805,000	7	Jan. & July.	London	1879	---	Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	82
2d Mortgage	774,700	7	April & Oct.	"	1881	---	Equipment Bonds	165,000	10	Apr. & Oct.	"	1874	98
1st Mortgage, Penn.	2,324,800	7	" "	"	1877	---	Equipment Bonds	2,200,000	10	May & Nov.	"	'68-'71	98
2d Mortgage	918,500	7	Jan. & July.	"	1882	---	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1886	88
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	New York	1882	---	Green Bay Extension Bonds	300,000	7	" "	"	1885	75
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	"	1876	---	Flagg Trust Bonds	200,000	8	Jan. & July.	"	---	---
2d Mortgage	774,700	7	Jan. & July.	"	1883	---	Cincinnati, Hamilton and Dayton:						
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	"	1884	---	2d Mortgage	1,250,000	7	May & Nov.	New York	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1890	---	3d Mortgage	500,000	8	" "	1877	---	---
Consolidated Bonds	16,333,500	7	Quarterly.	London			1st Mortgage	1,300,000	7	May & Nov.	New York	1863	---
Atlanta and St. Lawrence:							1st Mortgage	850,000	7	Feb. & Aug.	New York	1873	93
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland	1866	---	3d Mortgage	587,000	8	March & Sept.	"	1876	---
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London	1878	---	Hubbard Branch	105,600	7				---
City of Portland Loan (Coup.)	1,000,000	6	Various.	N.Y., P. & B.	'68-'70	---	Clev. Painesville and Ashtabula:						
Baltimore and Ohio:							Spacial (Sunbury and Erie):	500,000	7	Jan. & July.	New York	1878	100
Maryland Sterling B'ds of 1882	8,000,000	5	Ja. Ap. Ju.Oc.	London	1888	---	Dividend Mortgage	1,000,000	7	" "	"	1880	---
Mortgage Coupon	1,862,000	6	April & Oct.	Baltimore	1885	94	Income bonds	13,314	---				---
" "	628,500	6	Jan. & July.	"	1880	97	Clev. Columbus and Cin.:	5,500	---				---
" "	1,024,750	6	Jan. & July.	"	1875	99	1st Mortgage, Coupon	450,000	7	Jan. & July.	New York	'64-'90	---
" "	915,280	6	Ja. Ap. Ju.Oc.	"	1867	100	Junction 1st Mortgage 1st Div.	27,000	7	April & Oct.	New York	1867	---
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	98	Junction 1st Mortgage 2d Div.	126,000	7	June & Dec.	"	1872	---
Bay de Noquet and Marquette:							C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	98
Income	100,000	8	April & Oct.	Boston	1870	---	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	---
Bellefontaine and Indiana:							C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1885	102
1st Mortgage extended	1,225,000	7	Jan. & July.	New York	'70-'90	90	Columbus and Xenia:						
2d Mortgage	483,000	7	" "	"	1870	82	Mortgage	248,000	6	March & Sep.	Columbus	1899	---
Income bonds	87,000	---			1870	50	Mortgage	250,000	6	March & Sept.	Boston	1878	96
Belvidere Delaware:							Connecticut and Passump. Rivers:	573,800	6	June & Dec.	Boston	1876	96
1st Mort. (gnar. C. and A.)	1,000,000	6	June & Dec.	New York	1867	85	1st Mortgage	161,000	8	April & Oct.	Philadelphia	1904	105
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton	1885	84	2d Mortgage	283,000	7	Jan. & July.	New York	1867	93
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877	---	3d Mortgage	2,589,000	7	" "	"	1881	87
Boston Concord and Montreal:							Toledo depot bonds	642,000	7				---
1st Mortgage	64,000	6	Feb. & Aug.	Boston	1865	---	Dayton and Michigan:	169,500	7				---
1st Mortgage	300,000	7	" "	New York	1865	---	1st Mortgage	289,000	7	March & Sept.	New York	1882	50
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston	1870	96	2d Mortgage	250,000	7	June & Dec.	"	40	40
2d Mortgage Coupons	250,000	7	" "	New York	1870	50	Delaware:	506,000	6	Jan. & July.	Philadelphia	1875	90
Sinking Fund	336,000	6	" "	Boston	1889	91	Guaranteed	100,000	6	" "	"	1875	---
Boston and Lowell:							State Loan	170,000	6	" "	"	1875	---
Mortgage	440,000	6	Jan. & July.	Boston	1873	100	Delaware, Lackawanna and W'N:						
	200,000	6	April & Oct.	"	1879	96	1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York	1871	97
Buffalo, Bradford and Pittsburg:							1st Mortgage (E. Erieana)	1,223,500	7	April & Oct.	"	1875	100
1st Mortgage	1,766,000	7	Jan. & July.	New York	1886	---	2d Mortgage	1,668,000	7	March & Sept.	"	1881	97
Buffalo, New York and Erie:							Des Moines Valley:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York	1877	90	1st Mortgage coupon	1,740,000	8	April & Oct.	New York	1877	100
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	85	Income	345,000	7	Jan. & July.	"	1884	80
Buffalo and State Line:							Detroit and Milwaukee:						
1st Mortgage	500,000	7	April & Oct.	New York	1866	101	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York	1875	75
Income (\$ in '98, in '72)	200,000	7	Jan. & July.	"	1870	var.	2d Mortgage	1,000,000	8	" "	"	1866	---
Special Erie and North-East	149,000	7	" "	"	1870	'61-'70	4th Mortgage (convertible)	750,000	10	" "	"	1863	---
Burlington and Missouri:							Dubuque and Sioux City:	500,000	8				
New Land Mortgage	1,180,950	7	April & Oct.	New York	1870	---	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York	1883	79
Convertible bonds	600,000	7	Jan. & July.	"	1870	---	Construction bonds, 2d Div'n	66,000	7				---
Old Road bonds	121,160	7			1870	'93-'80	Eastern (Mass.):						
Camden and Amboy:							2d Mortgage (convertible)	420,000	5	Jan. & July.	London	1872	---
English debt (S. F.) £380,550	1,841,862	6	Semi-annual.	London	1880	---	3d Mortgage (convertible)	789,200	6	Feb. & Aug.	Boston	1874	98
American Loan	3,335	6	"	New York	1864	---	1st M. (State) \$75,000 a yr after '64	425,000	5	Ja. Ap. Ju.Oc.	"	'66-'71	---
Loan for \$600,000	210,600	6	"	"	1867	100	Essex Railroad Bonds	214,400	6			1876	---
" "	830,000	6	"	"	1870	93	East Tennessee and Georgia:	139,480	---				---
" "	675,000	6	"	"	1875	91	Mortgage (ordinary)	780,490	7				---
" "	1,700,000	6	Feb. & Aug.	"	1883	89	State of Tennessee Bonds	1,899,000	6				---
" "	867,000	6	May & Nov.	"	1889	87	Endorsed by State of Tennessee	186,000	---				---
Consolid. Mort. Loan \$6,000,000	4,437,300	6	June & Dec.	"	1889	96	1st Mortgage (after State)	74,000	---				---
1st Mortgage	541,775	7	Feb. & Aug.	Philadelphia	1872	90	2d Mortgage bonds	14,000	---				---
2d Mortgage	493,000	7	April & Oct.	"	1879	72	Income Bonds	3,600	---				---
Oatawissa:							Elmira and Williamsport:						
1st Mortgage	279,000	7	May & Nov.	Philadelphia	1882	---	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia	1880	93
Central of New Jersey:							Five per cent bonds	570,000	5	April & Oct.	"	62	---
1st Mortgage	900,000	7	Feb. & Aug.	New York	1870	103	Erie and North-East:						
2d Mortgage	600,000	7	May & Nov.	"	1875	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York	61-'70	---
Central Ohio:							Evansville and Crawfordsville:						
1st Mortgage W Div.	480,000	7	May & Nov.	Zanesville	1890	82	Mortgage Bonds	1,060,000	7	May & Nov.	New York	1869	---
1st Mortgage E Div.	500,000	7	Feb. & Aug.	"	1865	101	Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	84
2d Mortgage	500,000	7	March & Sept.	Baltimore	1885	85	Internal Improvement (State)	1,655,000	7				---
2d Mortgage (S. F.)	950,000	7	" "	"	1885	85	Free Land, 2d Mortgage	1,500,000	8				---
4th Mortgage (S. F.)	1,265,800	7	" "	"	1875	50						---	
Income	1,192,200	7	Jan. & July.	"	1877	'57-'80							---
Central Pacific of California:													
1st Mortgage	7,236,000	6	Jan. & July.	New York	1896	94							
Convertible bonds	1,500,000	7	" "	"	1883	100							
Cheshire:													
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston	1875	92							
Chicago, Burlington & Quincy:													
Trust Mort. S. F., convertible	104,000	8	Jan. & July.	New York	1883	112							

## **AMERICAN RAILROAD BOND LIST**

\* signifies that the road is in the hands of receivers. (1) that the company is in default in its interest. "S. F." Sinking Fund. var that the bonds fall due at different periods.

## **AMERICAN RAILROAD BOND LIST.**

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italic."

Years ending.	Railroad.		Equipment		Companies	Abstract of Balance Sheet.										Earnings			Price of			
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Cars.		Engines.	Passenger.	Freight, etc.	Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.		
	M.	M.	M.	M.		No.	No.	No.							M.	M.						
30 Jun. '60	65.0	-----	50.6	-----	Alabama and Florida	1,451,336	*	-----	877,963	503,500	105,255	1,515,704	54.0	-----	101,102	37,866	-----	-----	-----	-----	-----	
25 Feb. '59	30.3	-----	58.1	2 2	Alabama and Mississippi	461,506	30,991	-----	335,010	109,500	21,632	518,965	30.3	-----	55,791	31,862	-----	-----	-----	-----	-----	
31 May '60	109.6	-----	57.8	11 9	Ala. and Tennessee Rivers	2,261,927	184,906	-----	1,067,006	777,777	240,486	2,476,026	109.6	-----	207,626	111,232	-----	-----	-----	-----	-----	
30 Jun. '59	57.0	-----	171.3	-----	Mobile and Girard	1,500,000	*	-----	-----	-----	-----	-----	-----	-----	57.0	236,791	76,773	21,006	-----	-----	-----	
31 Dec. '58	469.3	13.5	49.4	21 20	Mobile and Ohio	9,258,002	2,189,562	-----	3,615,400	7,561,831	1,591,391	17,922,359	482.5	-----	1,324,847	642,499	-----	-----	-----	-----	-----	
25 Feb. '67	88.5	28.4	-----	21 12	Montgomery and West Point	2,439,420	308,967	315,199	1,644,104	1,130,706	288,761	3,068,586	116.9	170,707	449,007	189,402	-----	-----	-----	-----	-----	
3 Nov. '58	38.5	-----	107.5	-----	Memphis and Little Rock	553,877	*	-----	351,524	446,000	10,725	811,949	-----	-----	-----	-----	-----	-----	-----	-----	-----	
30 Dec. '60	22.5	-----	-----	-----	Sacramento Valley	1,493,850	*	-----	793,850	700,000	-----	1,498,850	22.5	-----	230,251	104,094	-----	-----	-----	-----	-----	
31 July '66	23.8	-----	1.9	6 5	Danbury and Norwalk	345,798	66,488	8,256	306,900	100,000	-----	-----	23.8	53,955	103,333	26,249	8	-----	-----	-----		
31 Jan. '60	122.4	10.2	75.1	18 20	Hartford, Provid. and Fishkill	3,902,356	302,511	-----	2,037,940	1,936,740	-----	-----	122.4	319,433	644,725	166,186	12	174	-----	-----	-----	
30 Nov. '66	61.4	-----	96.9	25 42	Hartford and New Haven	3,129,047	-----	3,129,047	3,000,000	927,000	-----	-----	3,927,000	75.2	1,591,304	633,485	-----	-----	-----	-----	-----	
31 Dec. '66	74.6	-----	8.9	10 12	Housatonic	2,439,775	*	347,819	2,000,000	222,500	150,848	2,787,594	124.0	192,989	478,096	66,403	-----	-----	-----	-----	-----	
28 Feb. '66	57.0	-----	2.0	8 11	Naugatuck	1,465,639	*	-----	1,100,000	225,000	34,065	-----	62.0	150,074	419,469	135,922	10	-----	-----	-----		
30 Nov. '66	50.0	-----	2.6	8 10	N. Haven, N. London and Ston	1,454,040	-----	-----	735,538	766,000	-----	-----	62.0	-----	67,143	loss	-----	-----	-----	-----	-----	
30 Nov. '66	85.0	5.8	-----	4 3	New Haven and Northampton	2,379,006	*	2,379,006	1,224,100	650,000	-----	-----	1,874,100	30.0	60,097	79,856	loss	-----	-----	-----	-----	-----
30 Nov. '66	100.0	-----	-----	14 16	New London Northern	658,805	-----	-----	895,000	333,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85	-----	-----	-----	
31 Mar. '67	61.3	1.0	63.8	35 68	New York and New Haven	4,677,811	1,021,673	908,906	6,000,000	1,079,50.0	258,046	8,272,132	117.4	787,828	2,068,260	704,016	10	122	-----	-----	-----	
30 Nov. '66	59.4	7.0	9.2	19 19	Norwich and Worcester	2,463,983	149,711	666,653	2,368,000	555,000	6,112	3,380,357	66.4	366,149	750,978	260,52	10	94	-----	-----	-----	
31 Oct. '60	84.8	-----	10.7	-----	Delaware	1,552,257	-----	-----	406,182	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	-----	-----	-----	-----	-----	
31 Oct. '62	16.2	-----	-----	-----	Newcastle and Frenchtown	704,860	-----	18,535	744,620	-----	5,024	749,544	5.0	-----	27,283	10,294	9	-----	-----	-----	-----	
-----	154.2	-----	160	-----	Florida	532,791	30,586	-----	191,485	195,000	75,894	619,112	32.0	-----	7,857	3,585	-----	-----	-----	-----	-----	
30 Apr. '60	32.0	-----	3.0	8 1	Florida and Alabama	532,791	30,586	-----	-----	-----	-----	-----	-----	28.4	-----	-----	-----	-----	-----	-----	-----	
-----	62	59.9	5.0	-----	Flo., Atlantic and Gulf Central	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
-----	62	100.0	8.9	10 153.5	Pensacola and Georgia	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	
-----	62	92.6	8.7	70.9	Georgia	1,200,079	*	145,554	1,23,30	55,500	56,575	1,346,632	86.7	-----	391,477	68,880	84	-----	-----	-----	-----	-----
-----	62	53.0	-----	-----	Atlanta and Gulf—M. Trunk	1,032,200	-----	-----	733,700	129,500	-----	-----	30.0	-----	-----	-----	-----	-----	-----	-----	-----	
30 Apr. '60	43.5	-----	23.7	-----	Augusta and Savannah	755,000	-----	151,887	-----	-----	-----	-----	-----	53.0	168,988	96,61	-----	-----	-----	-----	-----	
30 Nov. '60	191.0	-----	-----	-----	Brunswick and Florida	4,386,800	-----	4,386,800	-----	-----	-----	-----	-----	-----	510	-----	-----	-----	-----	-----	-----	
31 Mar. '60	171.0	61.0	-----	53 62	Central of Georgia (and Bank)	4,156,000	*	1,008,650	4,156,000	312,500	-----	5,590,173	229.0	879,468	1,715,025	764,574	10	-----	-----	-----	-----	
30 Nov. '60	192.5	-----	-----	19 10	Macon and Western	1,500,000	-----	1,500,000	-----	12,296	1,668,976	102.5	236,241	404,618	212,676	10	-----	-----	-----	-----	-----	
31 July '59	50.0	-----	-----	7 2	Muscogee	774,244	162,534	-----	699,960	249,000	-----	1,275,901	10,200	180,621	1,478,140	71.6	202,714	110,516	8	-----	-----	
1 May. '58	68.1	-----	3 4	33	Savannah, Albany and Gulf	1,386,634	52,374	-----	-----	-----	-----	-----	-----	-----	742,097	377,476	-----	-----	-----	-----	-----	
31 July '66	106.1	100.8	16.2	22 20	South Western	3,350,806	411,373	-----	8,202,400	437,500	12,532	4,808,553	228.8	284,524	856,546	343,802	-----	-----	-----	-----	-----	
30 Sep. '59	138.0	-----	-----	52 24	Western and Atlantic	5,301,497	-----	-----	-----	-----	-----	-----	-----	138.0	-----	-----	-----	832,343	454,641	-----		
31 Dec. '66	230.0	-----	67 82	1,098	Chicago and Alton	10,118,622	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	280	1,934,115	3,695,158	1,484,616	84	120	-----	-----		
30 Apr. '67	171.7	83.0	47.0	119 58	Chicago, Burlington and Quincy	18,246,711	2,956,827	-----	5,758,988	10,399,010	5,458,250	365,542	18,057,024	400.0	2,421,5 6	7,145,862	2,763,403	20	125	-----	-----	
31 May. '67	491.0	661.4	30.0	24 133	Chicago and Northwestern	41,511,570	-----	8,992,756	28,071,621	16,300,000	1,123,476	45,561,322	1,155	10,161,733	2,226,907	414	-----	-----	-----	-----	-----	
31 Mar. '67	181.8	181.5	42.7	92 46	Chicago, Rock Isl. and Pacific	16,313,822	-----	8,192,940	9,100,000	8,146,524	635,458	18,504,763	109.3	1,621,307	3,74,034	1,413,99	10	101	-----	-----	-----	-----
31 May. '63	174.5	55.4	14.8	21 22	Great Western	4,039,561	-----	1,648,561	2,350,000	-----	-----	4,214,244	180.0	-----	742,097	377,476	-----	-----	-----	-----	-----	
31 Dec. '66	464.8	252.5	-----	150 83	Illinois Central	20,954,453	*	10,533,888	23,415,780	12,144,000	41,478,280	708.3	8,603,562	6,546,741	2,175,447	10	1214	-----	-----	-----	-----	
31 Dec. '66	111.0	-----	112 17	7 309	Toledo, Peoria & Warsaw	5,217,634	*	52,349	3,336,939	1,600,000	121,658	5,269,883	111.0	288,524	561,638	171,66	-----	-----	-----	50	-----	
31 Dec. '66	195.0	14	12.2	46 30	St. Louis, Alton & Terre Haute	10,700,000	-----	-----	4,000,000	6,700,000	-----	-----	10,700,000	200.0	-----	2,240,744	488,56	-----	-----	-----	-----	
31 Aug. '65	224.0	-----	-----	41 23	Indiana and Great Eastern	2,312,344	288,255	125,587	1,142,834	1,240,000	4,562	2,726,187	182.0	246,148	559,124	246,790	10	-----	-----	-----	-----	
31 Aug. '65	132.0	-----	-----	14 10	Evanston and Crawfordsville	1,687,039	274,081	26,841	611,050	1,254,500	15,900	2,102,761	106.0	-----	442,89	168,641	-----	-----	-----	-----	-----	
31 Dec. '62	72.4	-----	-----	19 17	Indianapolis and Cincinnati	2,497,962	540,048	240,622	1,872,000	997,000	106,879	2,975,878	84.0	384,589	771,763	305,782	9	81	-----	-----	-----	
31 Dec. '62	88.8	20.2	-----	23 19	Ind., Pittsburg and Cleveland	2,735,566	-----	278,334	1,015,907	621,000	-----	2,175,228	108.0	312,869	527,863	268,166	-----	-----	-----	-----	-----	
31 Dec. '62	84.0	-----	15.6	15 20	Jeffersonville	1,549,518	*															

**RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.**

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**RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.**

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Years ending.	Railroad.		Equipment.		Abstract of Balance Sheet.												Earnings.									
					Companies.						Property and Assets.				Liabilities.				Road operated, incl. road leased, etc.		Mileage run by locomotives with trains.					
	Main Line.	Lateral and Branch Lines	2nd Track and Sidings.	Board in progress or projected.	Cars.	M.	M.	M.	No.	No.	No.	Railroad and Appurtenances	Rolling Stock	Other Assets.	Share Capital paid in	Bonded and Mortgage Debt	Other Liabilities.	Balance Total, incl. all other assets and liabilities.	M.	M.	Gross.	Net.	Dividends	Price of shares		
31 Jan. '66	44.0	—	—	136.0	18	11	113	18	11	11	PENNSYLVANIA.	—	—	—	—	—	—	—	—	—	—	—	—	—		
31 Oct. '66	387.0	6.0	81.0	136.0	13	13	3,246	15	21	9	Allegheny Valley	2,350,723	282,046	298,573	1,948,400	614,000	313,542	2,876,342	44.0	184,201	356,277	123,892	—	18		
31 Oct. '66	65.0	2.5	4.5	—	—	—	—	—	—	—	Atlanta and Great Western	56,357,560	—	88,348	29,564,406	29,969,900	1,156,810	60,721,124	507.0	2,041,771	4,883,490	1,476,030	—	13		
31 Oct. '66	74.0	—	6.3	—	—	—	—	—	—	—	Catawissa	8,634,000	—	—	3,250,000	266,000	—	3,634,000	67.5	227,645	447,052	130,541	—	13		
31 Oct. '66	113.0	—	—	70.0	—	—	87	17	5	740	Cumberland Valley	1,691,037	—	—	1,316,900	384,000	—	1,691,037	74.0	207,024	564,408	852,281	8	83		
31 Oct. '66	36.0	1.7	6.0	—	—	—	10	8	9	9	Del. Lackawanna and West'n	9,687,427	2,912,417	—	11,288,600	3,270,500	717,222	15,376,822	204.5	1,909,775	228,496	714,825	20	118		
31 Oct. '66	78.0	—	16.0	—	—	—	18	—	—	620	Elmira and Williamsport	1,342,081	227,659	—	654,400	674,900	—	1,564,740	88.0	199,412	446,078	237,034	—	—		
31 Oct. '66	18.5	—	6.0	—	—	—	—	—	—	—	Erie and Northeast	2,268,000	382,000	—	1,000,000	1,620,000	—	2,620,000	78.0	258,148	617,531	loss.	5	24		
31 Oct. '66	81.6	2.0	6.2	—	15	11	446	—	—	—	Erie and Pittsburg	700,000	—	30,000	600,000	400,000	—	1,000,000	18.5	188,823	200,458	160,700	25	—		
31 Oct. '66	84.0	18.0	17.9	—	—	—	—	—	—	—	Harrisburg and Lancaster	1,842,920	564,028	225,000	664,300	1,248,704	435,296	2,622,548	98.6	313,902	618,566	255,183	—	—		
31 Oct. '66	32.0	—	1.4	44.0	4	2	15	—	—	—	Highfield	1,616,550	—	1,182,550	700,000	—	1,882,550	oper. by Penn.	R.R. Co.	7	5	—	—	—		
31 Oct. '66	44.0	15.7	6.0	16	3	3	79	—	—	—	Huntingdon and Broad Top	2,188,498	41,340	104,000	1,809,565	500,000	100,000	2,406,565	32.0	47,227	55,692	2,972	—	—		
31 Oct. '66	80.0	2.0	13.5	—	21	6	1,278	—	—	—	Lackawanna and Bloomsburg	3,788,831	22,315	—	885,130	1,462,140	—	2,188,498	59.7	194,282	250,906	53,595	—	—		
31 Oct. '66	71.0	57.5	130.0	—	86	19	3475	—	—	—	Lehigh Valley	9,941,482	3,052,790	—	9,408,200	1,477,000	—	12,994,222	128.5	1,078,411	3,718,680	2,260,027	20	5		
31 Oct. '66	28.5	6.0	8.0	—	—	—	—	—	—	—	Little Schuylkill	1,466,283	—	1,568,965	2,666,100	885,000	73,556	3,604,568	(oper. by Reading)	R.R. Co.	8	5	—	—		
31 Oct. '66	138.0	—	64.1	—	—	—	—	—	—	—	Mine Hill and Schuylk. Haven	3,740,600	—	3,775,600	—	—	—	5,775,600	—	—	—	—	—	—		
31 Oct. '66	55.6	11.9	14.8	—	23	22	65	—	—	—	North Pennsylvania	5,754,963	665,222	467,050	3,150,150	3,124,787	—	—	6,887,236	67.5	345,588	902,213	882,600	—	—	
31 Dec. '66	334.8	33.3	463.6	452	240	797	—	—	—	—	Pennsylvania	25,842,634	3,871,215	15,338,666	20,000,000	19,038,256	—	44,261,544	366,708	1,563,883	967,520	9	9	—		
31 Oct. '66	17.0	—	19.3	19	42	119	—	—	—	—	Phila., German'v'n & Norrist'n	1,139,079	268,489	409,966	1,491,850	158,800	—	1,917,554	24.2	274,879	506,346	247,446	9	9		
31 Dec. '66	287.5	—	63.3	—	—	—	—	—	—	—	Phila. and (Sunbury) Erie	17,869,733	—	—	5,082,760	13,000,000	600	18,084,200	287.5	1,424,110	2,941,052	454,077	—	—		
31 Nov. '66	147.0	—	256.4	267	71	8,048	—	—	—	—	Philadelphia and Reading	19,388,408	3,765,774	2,309,368	22,742,867	6,719,662	—	32,577,648	474.8	4,361,336	10,9,9,810	6,016,531	10	5		
31 Oct. '66	26.6	—	30.0	—	—	—	—	—	—	—	Philadelphia and Trenton	1,389,264	—	272,223	1,099,120	200,000	—	1,641,507	28.5	195,478	349,446	316,754	15	12		
31 Oct. '66	96.0	—	106.0	50	72	943	—	—	—	—	Phila., Wilmington and Balt.	10,469,300	—	—	9,190,300	1,450,000	—	10,469,300	197.0	580,336	2,147,056	1,067,878	—	—		
31 Oct. '66	58.4	—	—	90.6	14	12	—	—	—	—	Pittsburg and Connellsville	2,428,068	229,768	229,792	1,776,120	1,500,000	73,108	3,849,237	70.9	324,068	530,190	245,966	—	—		
31 Dec. '66	468.5	—	138.1	180	121	242	—	—	—	—	Pittsb'g, Ft. Wayne & Chicago	24,258,747	—	2,673,792	9,940,988	12,568,500	1,063,343	26,927,540	458.5	4,945,413	1,677,217	2,319,581	—	—		
31 Oct. '66	28.0	—	5.0	—	—	455	—	—	—	—	Shamokin Valley & Pottsville	1,569,420	—	—	869,450	700,000	—	1,569,420	24.0	149,053	348,138	130,592	44	44		
31 Oct. '66	36.6	—	4.7	—	—	8	3	253	—	—	Westchester & Philadelphia	1,345,387	146,721	10,000	684,036	982,000	113,865	1,761,501	35.4	144,402	857,680	142,850	—	—		
31 Oct. '66	36.6	—	4.7	—	—	8	3	253	—	—	Tioga	822,367	—	247,245	549,400	316,000	26,292	1,095,913	36.6	120,004	284,123	123,812	25	—		
31 Aug. '66	62.0	—	4.0	—	—	16	18	140	N. Y., Providence and Boston	2,568,000	—	—	—	—	—	—	62.0	340,000	625,641	169,833	12	1				
31 Dec. '58	54.9	—	—	47.4	4	3	21	—	—	—	SOUTH CAROLINA.	—	—	—	1,755,281	500,000	—	—	—	—	—	—	—	—		
31 Dec. '58	109.6	—	—	13	9	176	—	—	—	—	Charleston and Savannah	601,615	84,372	250,000	706,386	195,266	197,905	1,099,536	51.9	—	—	288,263	161,536	6	6	
1 Jan. '59	132.2	—	21.8	—	—	—	—	—	—	—	Charlotte and South Carolina	1,719,048	—	—	1,201,000	884,000	—	—	109.6	—	—	—	—	—	—	
28 Feb. '59	102.0	—	—	—	—	—	—	—	—	—	Greenville and Columbia	2,433,763	324,161	—	1,429,008	1,145,000	—	—	144.5	—	—	—	341,196	125,871	—	—
31 Dec. '66	136.0	106.0	—	—	—	47	34	345	South Carolina.	5,511,957	—	—	549,110	5,519,275	3,534,795	447,491	9,821,705	242.0	—	—	1,312,758	387,389	—	—		
30 Sep. '66	47.6	—	—	—	—	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,430	58,133	—	505,214	514,000	96,110	1,137,707	47.6	—	—	29,987	19,187	—	—
30 June '66	30.0	—	1.8	17	11	200	—	—	—	—	—	East Tennessee and Georgia	—	—	—	2,141,970	—	—	—	146.0	10 mos.	451,029	154,081	—	—	
30 June '66	140.0	—	8.0	15	8	185	—	—	—	—	—	East Tennessee and Virginia	3,399,984	—	824,263	657,700	2,175,500	541,853	4,224,247	130.8	139,332	331,871	161,014	—	—	
30 Jun. '66	271.6	19.4	20.0	52	41	429	—	—	—	—	—	Memphis and Charleston	5,906,205	844,284	443,922	5,812,725	2,885,990	1,462,314	1,093,891	291.0	406,061	1,274,307	624,142	—	—	
31 May. '66	271.6	16.0	20.0	8.9	5	242	—	—	—	—	—	Memphis and Ohio	2,268,267	—	—	570,000	1,261,000	145,000	—	—	—	—	—	—	—	—
30 Sep. '66	100.0	—	55.8	10.1	—	—	—	—	—	—	—	Petersburg and Lynchburg	3,538,272	—	—	1,031,900	1,031,900	1,031,900	3,656,187	133.4	—	—	29,581	49,681	—	—
30 Sep. '66	59.0	59.2	21.3	14	17	—	—	—	—	—	—	Petersburg and Roanoke	1,223,025	—	883,200	1,020,500	5,199,426	1,486,527	80.5	—	—	320,554	218,552	75	75	
30 Sep. '66	140.5	1.5	11.2	26	16	246	—	—	—	—	—	Richmond and Danville	4,917,500	—	1,438,500	2,000,000	1,717,500	900,838	7,301,983	160.6	239,961	672,714	284,189	—	—	
30 Sep. '66	75.1	4.5	4.5	11	10	110	—	—	—	—	—	Richmond, Fredericksburg & Potomac	1,956,579	—	52,800	1,041,880	648,960	96,828	—	86.6	189,981	279,046	145,886	7	7	
30 Sep. '66	22.2	2.8	3.1	8	10	247	—	—	—	—	—	Richmond and Petersburg	979,274	—	19,876	847,100	319,000	44,624	1,910,624	43.5	67,004	167,881	60,784	—	—	
30 Sep. '66	23.7	—	0.2	14.6	2	—	—	—	—	—	—	Richmond and York River	704,840	20,554	—	667,812	85,000	—	23.7	—	—	—	—	—	—	—
28 Feb. '67	80.0	—	—	12	6	16	—	—	—	—	—	Seaboard and Roanoke	1,811,868	—	221,084	868,200	409,883	112,266	2,032,947	80.0	168,037	391,577	280,526	—	—	
30 Sep. '66	178.2	—	21.3	7.0	30	15	176	—	—	—	—	Virginia Central	5,423,128	541,314	280,926	5,356,976	1,799,822	104,785	6,245,868	196.0	—	487,449	120,670	—	—	
30 Jun. '66	204.7	9.4	10.6	29	15	218	—	—	—	—	—	Virginia and Tennessee	7,190,560	—	171,670	8,497,293	1,839,500	620,922	7,382,250	214.9	278,839	56,022	95,622	—	—	
31 Dec. '66	182.0	79.0	—	58	32</																					

## PREFERRED AND GUARANTEED R. R. STOCKS.

RAILROADS.	Amount of shares out- standing.	Div'ds	Rate Paid.	Market Price.
Atlantic & St. West'n, O. D. (pref.)	1,919,000	7	7	6
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	6
Baltimore and Ohio, (pref.)	3,000,000	6	6	6
Berkshire (guaranteed)	950,000	7	7	6
Boston, Concord & Montreal (pref.)	1,310,400	6	8	61
Buffalo, N. Y. & Erie, (guaranteed)	875,000	7	7	6
Camden & Atlantic (preferred)	620,800	7	20	10
Catavissa (preferred)	1,150,000	7	27	10
Chemung (guaranteed)	380,000	—	—	—
Cayuga & Susquehanna (guarant.)	343,500	—	—	—
Cheahire (preferred)	2,017,825	7	61	6
Chicago & Alton (preferred)	2,425,400	7	128	10
Chicago & Northwestern (pref.)	14,783,125	7	68	7
Ct. & Passaic Rivers, (pref.)	1,72,300	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	—
" (2d preferred)	243,000	8	8	—
Detroit & Milwaukee (preferred)	1,500,000	7	—	—
Dubuque & Sioux City (preferred)	1,988,171	7	34	60
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	42
Elmira & William-port (preferred)	500,000	7	7	74
Erie (preferred)	8,536,910	7	7	63
Hannibal & St. Joseph (preferred)	5,253,866	7	—	—
Harrisburg & Lancaster (guar.)	1,182,100	7	7	—
Indianapolis (preferred)	1,180,000	8	8	104
Kennebec & Portland (preferred)	372,000	8	8	—
Lackawanna & Bloomsburg (pref.)	500,000	7	—	—
Marietta & Cincinnati (1st pref.)	6,556,125	7	20	—
" (2d pref.)	4,051,744	7	20	—
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,204,298	8	8	91
" (2d pref.)	841,400	7	73	—
Milwaukee & St. Paul (preferred)	7,370,900	7	62	—
New Haven & Northampton (guar.)	1,010,000	8	4	—
New York & Harlem (preferred)	1,600,000	8	115	—
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	—
Paterson & Hudson (guaranteed)	636,000	8	8	—
Paterson & Ramapo (guaranteed)	248,000	—	—	—
Pearis & Bureau Valley (guar.)	1,200,000	6	6	—
Philadelphia & Reading (pref.)	1,651,800	7	7	—
Philadelphia & Trenton (guar.)	1,000,000	10	—	—
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Sac & Portsmouth (guar.)	1,500,000	6	6	—
Rutland & Burlington (preferred)	382,700	8	—	—
" (preferred)	608,176	8	—	—
St. L. Alton & Terre Haute (pref.)	1,700,000	6	67	—
Toledo, Wabash & Western (pref.)	1,000,000	7	62	—
" (2d pref.)	1,651,314	7	—	—
Troy & Greenbush (guaranteed)	908,426	7	—	—
Vermont & Canada (guaranteed)	274,400	6	6	50
Warren (guaranteed)	1,600,000	8	8	102
White Mountains (guaranteed)	1,408,300	7	7	—
Wrightson, Y. & Gettysburg (guar.)	200,000	5	5	—
	317,080	2	2	—

## CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:	\$	\$	p.c.	\$
Chesapeake and Delaware	100	1,343,563	—	96
Chesapeake and Ohio	100	8,228,595	—	—
Delaware Division	100	1,633,350	55	—
Delaware and Hudson	100	10,000,000	10	148
Delaware and Raritan	100	2,298,400	—	—
Eric of Pennsylvania	50	84,000	—	—
Illinois and Michigan	50	6,968,146	10	44
Lehigh Navigation	50	726,800	3	—
Morris, (consolidated)	100	1,025,000	10	40
" (preferred)	100	1,175,00	10	97
North Branch	100	—	—	—
Sault Ste. Marie	100	—	—	—
Schuylkill Navigation (consolid.)	50	1,908,207	16	—
" " (preferred)	50	2,888,988	27	—
Susquehanna and Tide Water	50	2,045,200	16	—
Union	—	—	—	—
" (Union) (preferred)	50	2,757,000	46	—
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	45

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON.—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$9 per ton; Polished Sheet, 3 cents per lb.  
 Pig, Scotch, No. 1, — per ton. 42 50 @ 45 —  
 Pig, American, No. 1, — 44 @ 45 —  
 Pig, American, No. 2, — 39 @ 40 —  
 Bar, Refined, English and American, — 85 @ 90 —  
 Bar, Swedes, assorted sizes, (gold), 92 50 @ 105 —  
 STORE PRICES.—  
 Bar, Swedes, ordinary sizes, — 155 @ —  
 Bar, English and American, Refined, — 105 @ 110 —  
 Bar, English and American, Common, — 95 @ 100 —  
 Scroll, — 132 50 @ 180 —  
 Oval and Half-round, — 130 @ 140 —  
 Sand, — 132 50 @ —  
 Horse Shoe, — 127 50 @ —  
 Rods, 1/8 to 1/16 inch, — 110 @ — 165 —  
 Hoop, — 137 50 @ 190 —  
 Nail Rod, — per lb., — 9 @ — 10 1/2 —  
 Sheet, Russia, Med. No. 1, — 20 @ — 22 —  
 Sheet, Single, D. and T. Common, — 6 @ — 7 1/2 —  
 Rail, English, (gold), — per ton, 52 50 @ 55 —  
 Rails, American (at works), — 79 @ 82 50 —  
 STEEL.—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 24 cents per lb. and 10 per cent. ad val. (Store prices)

English Cast, (2d and 1st qly.), — per lb., 1 1/2 @ 28  
 English Spring, (2d and 1st qly.), — 104 @ 124 —  
 English Blister, (2d and 1st qly.), — 114 @ 20 —  
 English Machinery, — 134 @ 16 —  
 English German, (2d and 1st qly.), — 14 @ 16 —  
 American Blister, "Black Diamond", — 11 1/2 @ 17 —  
 American, Cast, Tool, do, — 21 @ 23 —  
 American, Spring, do, — 12 @ 15 —  
 American Machinery, do, — 12 @ 14 —  
 American German, do, — 11 @ 14 —

COPPER.—DUTY: Pig, Bar and Ingot 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 29 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3 cents per lb.

All Cash.

Sheathing, New, — per lb., — 33 @ —

Bolts, — 12 @ 23 —

Braziers, — 33 @ —

Sheathing, &amp;c. Old, — 22 @ 23 —

Sheathing, Yellow Metal, — 26 @ —

Bolts, Yellow Metal, — 12 @ 29 —

American Ingot, — 25 1/2 @ 26 1/2 —

LEAD.—DUTY: Pig, #2 per 100 lb.; old Lead, 1 1/4 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.

Galena, — per 100 lb., — 12 @ 9 50 —

Spanish, — (gold), 6 55 @ 6 62 —

German Refined, — (gold), 6 55 @ 6 62 —

English, — (gold), 6 55 @ 6 87 —

Bar, — (net), 10 @ —

Pipe and Sheet, — (net), 11 50 @ —

TIN.—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheet's and Terne Plates, 25 per cent. ad val.

Banca, — (gold), per lb., — @ 27 —

Straita, — (gold), 25 1/2 @ 28 —

English, — (gold), 23 @ —

Gold, — Curren, —

Plates, I.C. Charcoal, p. box, 9 @ 9 25 12 87 @ 12 50 —

Plates, I.C. Coke, — 7 62 @ 8 50 10 75 @ 12 50 —

Plates, Coke Terne, — 7 @ — 9 75 @ 10 @ —

Plates, Charcoal Terne, — 8 75 @ 9 — 12 50 @ 12 75 —

PETROLEUM.—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 47 gravity (in bulk), per gall., — @ — 14 1/2 —

Crude, 40 @ 47 gravity (in shipping order), — 18 1/2 @ 19 —

Refined, free, S. W., — @ — 50 —

Refined, in bond, prime L. S. to W. (110 @ 115 test), — @ — 31 —

Refined, in bond, Standard White, — 33 @ 33 1/2 —

Refined, in bond, prime White, — 34 @ 35 —

Naphtha, Refined, (60 @ 63 gravity), — 21 @ 22 —

Residuum, — per bbl., 3 @ 3 1/2 —

## New York Stock Exchange.

## Actual Sale Prices for the week ending Sept. 25.

	Th 19 F. 20 Sat. 21 M. 22 Tu. 24 W. 25
Atlantic M. S. S. Co.	111 1/2 110 1/2 109 1/2 111 1/2
California 7s	—
Canton Co.	45 45 44 1/2 43 1/2 41 1/2 44 1/2
Chicago & Alton	124 124 124 125 125 125 125
" " pref.	128 128 128 128 128 128 128
" " I.M.	—
" " S. F.	—
" " Inc.bds.	95 95 94 94 94 94 94
Chicago, Bur. & Q. & Q.	125 124 124 125 125 125 125
" " 8 p.c.	—
Ohio, & Northwest'n	41 40 39 38 38 38 38
" " pref.	64 65 65 65 65 65 65
" " 2d M.	—
" " S. F.	—
" " Consol.	—
Chicago & Rock Isl.	101 1/2 102 101 101 101 101 1/2
" " 1st M. 7/6.	101 101 101 101 101 101 101
Chi. R. I. & Pa. 7/6.	90 90 90 90 90 90 90
Olev. Col. & Ulm.	100 100 100 100 100 100 100
Olev. & Pittsburg	83 82 81 81 81 81 80
" " 2 M.	—
" " 3 M.	—
" " 4 M.	—
" " 5 M. 7/6.	—
Giev. and Toledo	129 128 128 128 128 128 128
" " S.F. 7/6.c.	—
Cumberland Coal, pref.	32 29
Del. & Hudson Canal	148 148 148 148 148 148 148
Del., Lack. & West.	117 117 117 117 117 117 117
" " 1M. 8/6.c." 7/6.	—
" " 2M. 8/6.c." 8/6.	—
Erie	66 63 62 62 62 62 62
" " pref.	75 75 75 75 75 75 75
" " 1M. 7/6.c." 6/7.	106 106 106 106 106 106 106
" " 2 M. 7/6.c." 7/6.	107 107 107 107 107 107 107
" " 3 M. 7/6.c." 8/6.	98 98 98 98 98 98 98
" " 4 M. 7/6.c." 8/6.	—
" " 5 M. 7/6.c." 8/6.	—
Hudson River	130 128 128 128 128 128 128
" " 1M. 7/6.c." 6/7.	104 104 104 104 104 104 104
" " 2 M. S.F.	—
" " 3 M. 7/6.c." 7/6.	—
Hudson River Central	122 121 121 121 121 121 121
" " bonds	—
Marietta & Cinc. 1st pref.	20 20
" " 2d	—
" " 1st mort.	—
Mariposa Mining Co.	94 94 94 94 94 94 94
" " pref.	18 18 18 18 18 18 18
" " 1st mort.	—
Michigan Central	110 110 110 110 110 110 110
" " SF. 8/6.c." 8/6.	—
" " conv. 8/6.c." 6/7.	118 118 118 118 118 118 118
M. S. and N. I. 1st pref.	78 78 78 78 78 78 78
" " 2d	—
" " 1st mort.	—
Mill. and P. du Chien	92 92 92 92 92 92 92
" " 1st pref.	—
" " 2d pref.	—
" " 1st M.	—
Milw. and St. Paul	40 40 40 40 40 40 40
" " pref.	62 62 62 62 62 62 62
" " 1st mort.	—
" " 2d mort.	—
Missouri 6s	104 102 102 102 102 102 102
" " iss. to H. & St. J.R.	81 81 81 81 81 81 81
" " Pacific	—
Morris and Essex	92 92 92 92 92 92 92
" " 1st mort.	—
" " 2d mort.	—
New York Central	107 106 106 106 106 106 106
" " 7a.S.F." 7/6.	—
" " 7a.conv." 7/6.	—
" " 6a. S.F." 8/6. 96	—
" " 6a. S.F." 8/7.	—
N. York & Harlem	112 112 112 112 112 112 112
" " pref.	—
" " 1M. 7/6.c." 7/6.	—
" " 2M. 7/6.c." 6/7.	—
" " 3M. 7/6.c." 6/7.	—
N. Y. and N. Haven	122 122 122 122 122 122 122
North Carolina 6s	68 68 68 68 68 68 68
" " new	53 53 53 53 53 53 53
Ohio & Miss. cer.	264 264 264 264 264 264 264
" " pref.	—
Pacific Mail S.S. Co.	142 141 141 141 141 141 141
" " pref.	210 210 210 210 210 210 210
Philad. and Reading	101 101 101 101 101 101 101
Pitts. Ft. W. & Chicago	102 102 102 102 102 102 102
" " 1M. 10/4.	101 101 101 101 101 101 101
" " 2M. 9/6.	105 105 105 105 105 105 105
" " 3M.	—
Quicksilver Mining Co.	25 24 24 24 24 24 24
St. L. Alton & T. H.	26 26 26 26 26 26 26
" " pref.	—
" " 1M.	93

## New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 25.  
Th. 19. F. 20 Sat. 21. M. 22. Tu. 24 W. 25

## FEDERAL STOCKS:

U. S. 5s, 1871, reg.	—	—	—	—	—
U. S. 5s, 1871, coup.	—	—	—	—	—
U. S. 5s, 1874, reg.	—	—	—	—	—
U. S. 5s, 1874, coup.	112	—	—	—	—
U. S. 5s, 1875, coup.	—	—	—	—	—
U. S. 5s, 10-40s, coup.	99 $\frac{1}{2}$				
U. S. 5s, 10-40s, reg.	—	—	—	—	—
U. S. 6s, 1881, reg.	—	—	—	—	—
U. S. 6s, 1881, con.	111 $\frac{1}{2}$	—	111 $\frac{1}{2}$	—	—
U. S. 6s, "81, O. W. L. Y.	—	—	—	—	—
U. S. 6s, 1881, " 17.	—	—	—	—	—
U. S. 6s, 1887, reg.	—	—	—	—	—
U. S. 6s, 1888, reg.	—	—	—	—	—
U. S. 6s, 1888, coup.	—	—	—	—	—
U. S. 6s, 5-20s, reg. '62-109 $\frac{1}{2}$	109 $\frac{1}{2}$	109 $\frac{1}{2}$	—	109 $\frac{1}{2}$	—
U. S. 6s, 5-20s, c. '62-114 $\frac{1}{2}$	114 $\frac{1}{2}$	113 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	—
U. S. 6s, 5-20s, reg. '64	—	—	—	—	—
U. S. 6s, 5-20s, c. '64-109 $\frac{1}{2}$	109 $\frac{1}{2}$	—	109 $\frac{1}{2}$	109 $\frac{1}{2}$	—
U. S. 6s, 5-20s, reg. '65	—	—	—	—	—
U. S. 6s, 5-20s, c. '65-110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	—
U. S. 6s, 5-20s, c. n. '65	—	—	—	—	—
U. S. 6s, 5-20s, c. n. '67	—	—	—	—	108
7.30 Notes, 2d series...106 $\frac{1}{2}$	—	—	—	—	106 $\frac{1}{2}$
" " 3d series...106 $\frac{1}{2}$	106 $\frac{1}{2}$	—	106 $\frac{1}{2}$	106 $\frac{1}{2}$	—

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.  
W. 18. Th. 19. F. 20. Sat. 21. M. 22. Tu. 24

Catawissa	—	—	—	—	27 $\frac{1}{2}$
" preferred	—	—	—	—	—
Camden & Amboy	128 $\frac{1}{2}$	128 $\frac{1}{2}$	128 $\frac{1}{2}$	128	126
" " '68-'67	—	—	—	—	—
" " '68-'70	—	—	—	—	—
" " '68-'75-'89	—	—	—	—	—
" " '68-'83	—	—	89	—	—
" " '68-'88	—	—	—	—	—
" mort. '68-'89-'96	—	96	—	—	—
Cheas. & Del. Canal '86	91 $\frac{1}{2}$	—	—	—	—
Del. Div. Canal	—	—	—	55 $\frac{1}{2}$	—
Elmira & W'nsport	—	—	—	—	—
" " " pref.	—	—	42	—	—
" " " 7s	—	—	—	—	—
Lehigh Navigation	—	47	47	46 $\frac{1}{2}$	—
" " " '84	—	—	—	—	—
Lehigh Valley R. R.	57 $\frac{1}{2}$	—	57 $\frac{1}{2}$	57 $\frac{1}{2}$	—
" " " '68	—	—	94 $\frac{1}{2}$	—	—
Little Schuylkill R. R.	—	—	—	75	—
Minehill	57 $\frac{1}{2}$	—	—	—	—
Morris Canal	—	—	40	—	—
" " " pref.	95 $\frac{1}{2}$	95	—	—	—
" " " '68-'78	—	—	—	—	—
North Pennsylvania	—	—	—	88 $\frac{1}{2}$	—
" " " '68	—	—	—	102	—
Penn. Northern Central	—	—	43	—	—
Pennsylvania R. R.	53 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	53 $\frac{1}{2}$	—
" " 1st m.	—	—	—	—	—
" " 2d m.	96 $\frac{1}{2}$	—	—	—	—
Penn. State, 5s...91	—	—	—	—	—
" " " 5s, coupon	—	—	—	—	—
" " " '68. W. L.	—	—	—	—	—
Philadelphia City	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	—
" " " new 101 $\frac{1}{2}$	101	101	100 $\frac{1}{2}$	100 $\frac{1}{2}$	—
" " " muncl 101	—	—	—	—	—
Philad. Germ. & Nor.	—	62 $\frac{1}{2}$	—	—	—
Philad. & Reading	61 $\frac{1}{2}$	50 $\frac{1}{2}$	50 $\frac{1}{2}$	51	50 $\frac{1}{2}$
" " " '68-'70	—	—	—	—	—
Philadelphia & Erie	28 $\frac{1}{2}$	28	—	28 $\frac{1}{2}$	—
" " " '68	—	—	—	—	—
Philad. & Sunbury	—	—	92	—	—
Schuylkill Navigation	—	—	—	—	—
" " " pref. 27 $\frac{1}{2}$	—	—	—	—	—
" " " '68-'82	—	—	—	—	—
" " " '68-'76	—	—	—	—	—
" " " '68-'72	—	—	—	—	—
Susq. Canal	—	15 $\frac{1}{2}$	—	—	—
" " " '68-'78	62 $\frac{1}{2}$	62 $\frac{1}{2}$	—	—	—
Union Canal, pref.	—	—	—	—	—
" " " '68-'88	—	—	—	—	—
West Br. Canal '68-'78	—	—	—	—	—
Wyoming Valley Canal	—	—	—	—	—
" " " bonds	—	—	—	—	—
Huntington, (Horse)	—	13 $\frac{1}{2}$	—	—	—
Chestnut & Wal.	—	46 $\frac{1}{2}$	—	—	—
Green & Coates,	—	—	—	—	—
2d and 3d streets,	—	—	—	—	—
Spruce & Pine,	—	—	—	—	—

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 24.

W. 18. Th. 19. F. 20. Sat. 21. M. 22. Tu. 24

Baltimore City 6s, 1875. 99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	—	99 $\frac{1}{2}$
" " 1885.	97 $\frac{1}{2}$	—	—	97 $\frac{1}{2}$	—
" " 1870.	—	—	—	—	—
" " 1890. 97 $\frac{1}{2}$	—	97 $\frac{1}{2}$	—	97 $\frac{1}{2}$	97 $\frac{1}{2}$
Balt. and Ohio	122	—	121	—	—
" " " bds. '62	—	—	—	—	—
" " " '67	—	—	—	—	—
" " " '75	—	—	—	—	—
" " " '80	97 $\frac{1}{2}$	—	—	—	—
" " " '85	—	—	—	—	—
Northern Central	—	43	—	—	—
" " " 1885. 85 $\frac{1}{2}$	—	88 $\frac{1}{2}$	86 $\frac{1}{2}$	—	—
" " " 1900	—	—	—	—	19 $\frac{1}{2}$
City Passenger R. R.	—	—	—	—	—

## Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 25.

Th. 19. F. 20. Sat. 21. M. 22. Tu. 24 W. 25

Boston and Lowell	—	—	—	—	136 $\frac{1}{2}$
Boston and Maine	136 $\frac{1}{2}$	136 $\frac{1}{2}$	136 $\frac{1}{2}$	—	136 $\frac{1}{2}$
Boston and Providence	—	141 $\frac{1}{2}$	—	—	140
Boston and Worcester	143	143	—	—	143
Cheshire, pref.	—	—	—	61	61
Concord	—	—	—	—	—
Connecticut River	—	—	—	—	—
Eastern Mass.	112	111 $\frac{1}{2}$	—	—	111 $\frac{1}{2}$
Eastern, N. H.	—	—	—	—	—
Fitchburg	—	119 $\frac{1}{2}$	—	—	118 $\frac{1}{2}$
Manchester & Lawr'ce	—	—	—	—	120
Michigan Central	—	—	—	—	—
Northern, N. H.	112	88 $\frac{1}{2}$	88	88 $\frac{1}{2}$	88 $\frac{1}{2}$
Old Colony & Newport	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88	88 $\frac{1}{2}$	88 $\frac{1}{2}$
Ph. Wil. & Baltimore	63 $\frac{1}{2}$				
Portl'd, Saoo & Ports.	101	—	—	101 $\frac{1}{2}$	—
Vermont & Canada	—	96	—	—	—
Vermont & Mass.	57	57	—	—	141
Western	—	140 $\frac{1}{2}$	—	—	—
Broadway (Horse)	—	—	—	—	—
Cambridge	—	—	—	—	94
Metropolitan	58 $\frac{1}{2}$	58 $\frac{1}{2}$	—	—	—
Middlesex	—	—	—	—	—
Central Mining Co.	—	—	—	—	—
Copper Falls	26 $\frac{1}{2}$	26	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$
Franklin	18 $\frac{1}{2}$				
Huron	—	—	—	—	—
Isle Royale	—	—	—	—	—
National	—	—	—	—	—
Minnesota	—	—	—	—	—
Pewable	14 $\frac{1}{2}$				
Pittsburg	—	—	—	—	—
Quincy	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6	6	6
Rockland	6 $\frac{1}{2}$	6 $\frac{1}{2}$	6	6	5 $\frac{1}{2}$

## London Stock Exchange.

The following were the closing prices for American Securities on the 30th of Aug. and 7th Sept.:

Closing Prices.

Aug. 30. Sept. 7.

United States, 5-20s, 6 per cent.	1882. 73 $\frac{1}{2}$	73 $\frac{1}{2}$
Do. do. 6 do. 1884.	70 @ 72	70 @ 72
Do. do. 6 do. 1885.	71 $\frac{1}{2}$ @ 71 $\frac{1}{2}$	71 $\frac{1}{2}$ @ 71 $\frac{1}{2}$
Do. do. 6 do. 1886.	85 @ 90	85 @ 90
Do. 5 per cent., 1874.	70 @ 74	70 @ 72
Virginia State, 5 per cent.	45 @ 50	45 @ 50
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent.	45 @ 50	45 @ 50
Do. 2d mort., 1881.	45 @ 50	45 @ 50
Do. Penn., 1st mort., 1877.	45 @ 50	45 @ 50
Do. 2d mort., 1882.	45 @ 50	45 @ 50
Do., consolid. mort. bonds, 1890.	21 @ 22	22 @ 23
Erie shares, \$10 (all paid) 8 p. c.	44 $\frac{1}{2}$ @ 45	44 $\frac{1}{2}$ @ 45
Do., convertible bonds, 6 p. c.	69 @ 71	67 @ 69
Do., 3d mort., 1883.	65 @ 67	65 @ 67
Illinoi Central, 6 p. c., 1875.	89 @ 91	89 @ 91
Do., 7 p. c., 1875.	80 @ 85	80 @ 85
Do., \$100 shares (all paid).	76 $\frac{1}{2}$ @ 77 $\frac{1}{2}$	77 @ 78
Marietta & Clin. R. R. bonds, 7 p. c.	65 @ 67	65 @ 67
Mich. Con. convertible, 1869, 8 p. c.	68 @ 72	

cises, last week, yielded \$1,868,822, against \$3,850,000 the preceding week; customs at the port of New York \$2,996,877, and at the outports, about \$956,000 (in coin) more, making the grand total income for the week equal about \$7,664,295 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,853,195. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about \$56,500,000.

The U. S. Sub-Treasury receipts, week ending with Sept. 21, were \$22,910,965, including \$2,996,877 from customs duties; payments, \$23,595,431; balance at the close of the week, \$118,696,822, against \$119,381,288, at the close of the preceding week, showing a decrease of \$684,466. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,397,440 including \$395,926 from customs; and payments, \$644,073; on Tuesday, receipts, \$3,238,253 including \$655,419 from customs, and payments, \$2,081,912. The balance at the close of business on Tuesday stood at \$120,656,831, against \$122,026,911 a week previous.

Under the influence of an enlarged supply, through increased offerings, chiefly on Government account, and of the stringency in money; the gold speculation has been less confident, since our last, and decidedly reduced prices have been marked in the Gold Board. On Tuesday, the lowest figures were made, namely 142½. On Wednesday, there was a rather sharp rally, the price rising to 144. The latest dealings were at 143½@143¾. The speculative demand has been less animated. The Customs call has been fair. There has been no export inquiry of moment.

Government was again on Wednesday a seller of gold, but only to a limited extent, and its offerings did not perceptibly affect the market. The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1867, have been \$2,417,026. The customs demand for Gold last week, averaged \$499,479 a day; thus far, this week, it has been equal to \$525,672 a day, or equal to a weekly aggregate of \$3,354,032. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$153,061, and from California, \$1,350,966. The total customs revenue of the Government, in coin, at this port, thus far in the current calendar year commencing with Jan. 1, 1867, has been \$91,669,655, against \$101,680,560 same time in the preceding fiscal year. The total receipts of California gold at this port since Jan. 1, 1867, have been \$22,625,470, against \$31,612,256 same time last year, showing a decrease this year, of \$9,006,786. The exports of specie from this port, last week, were \$179,222. The total outflow of specie from the port, since Jan. 1, 1867, has been \$42,494,472, against \$53,668,258 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$135,000, making the total coin interest disbursements through the Government office, since Jan. 1, 1867, \$43,172,765, against \$31,709,565 for the preceding fiscal year. The specie exports from San Francisco, from Jan. 1, to August 10, reached \$26,822,585, against \$29,240,887 same time last year, showing a decrease, in 1867, of \$2,418,301.

A fair supply of foreign exchange has been available to purchasers, since our last, at generally less buoyant prices, though toward the close, the leading drawers claimed firmer rates. The demand has been comparatively moderate. Bankers' 60 day bills on London closed at 109½@109¾, and on Paris to 5.16½@5.15; sight bills on London to 109¾@110½; and on Paris to 5.13¾@5.12½. The offerings of produce bills have been quite liberal this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,425,523, making the total value of exports since Jan. 1, 1867, \$133,572,340, against \$143,286,217 same time in the preceding year.

Government securities have declined in price, since our last, under an increased supply, especially of the later issues, and a less active demand. The tightness in money has led to rather extensive realizations, thus adding to the depression in the market. The Treasury department has been a free purchaser of Seven-thirty notes, since Monday; but reduced its limit as to price on Wednesday, and this reduction prevented any round sums from being offered at the local office on that day. The general market closed heavily. U. S. sixes of 1881 closed here on Wednesday at 110½@110¾; U. S. Five-twentieths of 1862, 113½@114; U. S. Five-twentieths of 1864 at 109½@109½; U. S. Five-twentieths of 1865 at 109½@110; U. S. Five-twentieths of 1865, consolidated, 107¾@107½; U. S. Five-twentieths of 1867, 107¾@107½; U. S. Ten-forties at 99½@99¾, and U. S. Seven-thirties at 106¾@106¾. The brokers are buying the compound interest notes at the following rates, and selling at an advance of ½@¼ of 1 per cent on these figures:

October, 1864....	119½	August, 1865....	116½
December, 1864....	118½	September, 1865....	115½
May, 1865.....	117½	October, 1865....	115½

The railway and miscellaneous share speculation has been quite brisk, since our last. Up to Tuesday noon, it ran severely against the operators for a rise, and decidedly lower prices were made on nearly all the list. The subsequent dealings were on a very confident basis at a notable improvement in current values; the market closing up very buoyantly and actively.

General business has been on a moderate scale, since our last. Breadstuffs have been firmer, and in lively request. Provisions have been less buoyant. Cotton has been plenty, and heavy at reduced figures closing with middling grades on Wednesday at 23@24½ cents per lb, as extremes. The stock of cotton now here is estimated at about 37,500 bales. The receipts at the port this week, have averaged about 1,200 bales a day. The receipts during the cotton year, ending Sept. 1, 1867, were 657,431 bales, against exports of 470,596 bales. The receipts at all the shipping ports from September 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,064 bales last year; estimated stock at close of year, 80,296 bales, against 268,000 bales same time last year. Beeves have been in fairly active demand at the live stock markets, this week, at a range of from 10@17cts. per lb.; veal calves, at 8½@12½, and sheep at 5½@8½c. per lb. Swine were plenty and heavy, at 6@8c. per lb., all live weight. The week's receipts in-

clude 7,807 beeves, 1,696 veal calves, 30,278 sheep and lambs, and 30,815 swine. At the auction sale of Scranton coal on Wednesday, 75,000 tons were disposed of at rather lower prices, ranging from \$3.45@\$4.75 per ton of 2,240 lbs. deliverable at Elizabethport, N. J. Also 10,000 tons at from \$2.05@\$3.20 per long ton, deliverable at Washington, N. J. Foreign merchandise has been in active request, and for seasonable articles remunerative prices have been realized, inquiry for dry goods has been somewhat less animated, than it was through the preceding week. The total imports of foreign dry goods, last week, were \$1,846,197, and the total amount marketed \$2,827,505. The value of foreign merchandise imported last week, was \$2,880,218—making the grand total specie value of last week's imports of dry goods and merchandise, \$4,726,415, and since Jan. 1, 1867, \$185,896,305, against \$221,884,297 same time in the preceding fiscal year. The ocean freight market has been moderately active, since our last, closing less firmly with 527 vessels of all classes in port. For Liverpool we quote flour at 1s. 9d. per bbl.; grain at 5½c.@6d. per bushel; cotton at ½d. per lb.; and heavy goods at 15s. @25s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Sept. 11.	Sept. 18.	Sept. 25.
Consols.....	94½	94½	94½
U. S. 5-20's of 1862....	78	72½	73
Erie.....	44½	44½	41½
Ill. Central.....	77	77½	77½

The New York exports, exclusive of specie, for the week ending Sept. 24, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week .....	\$8,335,610	\$3,425,523
Prev. reported .....	139,950,607	130,146,817
Since January 1.....	\$143,286,217	\$133,572,340

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods .....	\$2,462,663	\$1,846,197
Gen. merchandise.....	3,028,249	2,880,218
Total for the week....	\$5,490,912	\$4,726,415
Previously reported...216,893,385		181,169,890

Since January 1.....\$221,884,297 \$185,896,305

The balance in the Sub-Treasury on Wednesday was \$122,029,649 57.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:

New York.—Ohio 6s, 1881, 100; N. Y. State Bounty Loan, reg., 107½; do., 1878, 100; do., 1874@1877, 99¾; Georgia 7s, 83; Brooklyn 6s, W. L., 95; Buff, N. Y. and Erie 1st mort., 90; Galena and Chicago 1st mort., 101½; Long Dock bonds, 98; N. J. Central R. R., 123; Boston Water Power Co., 16½; American Dock, 100; Adams' Express, 61½; Merchants' Union Exp., 35 per cent. paid, 23½; U. S. Express Co., 63; Wells-Fargo Express, 57½; Am. Exp., 61; Western Union Telegraph, 40; New York Gas Co., 280; Bank of Commerce, 117; Ocean Bank, 105; Fourth National Bank, 108¾; Shoe and Leather Bank, 112; Continental Bank, 106½; Phoenix Bank, 104; Metropolitan Bank, 124; Am. Ex. Bank, 119; American Flag, 0.90; Benton Gold, 0.90; Consol. Gregory Gold, 6.50; Corydon, 1.20; Columbian G. & S., 0.95; Davidson Copper, 2.10;

Edgehill Mining Co., 4.80; Harman G. & S., 9.85; La Crosse Gold, 0.70; Midas Silver, 2.00; New York and Eldorado, 3.65; N. Y. Gold, 1.00; Quartz Hill Gold, 1.75; Rocky Mt. Gold, 0.75; Rockland Copper, 6.75; Smith and Parmalee, 5.10; Sensenderfer, 10.15; Seaver Gold, 11.75; Walkill Lead, 0.45; Bennehoff Run petroleum, 5.00; Clinton, 1.15; Central, 0.98; Buchanan Farm, 0.81; Rynd Farm, 0.18; Pit Hole Creek, 0.45.

**Philadelphia.**—New Jersey State 6s, 102½; Pennsylvania State 6s, 2d series, 105½; do, 3d series, 105½; Allegheny County coupon 5s, 75½; Philadelphia and Trenton R. R., 125; Camden and Amboy scrip, 98; Lehigh Valley scrip, 34½; 12th and 15th streets R. R., 19½; Lehigh Zinc, 40; Ocean Oil, 4; Hyde Farm, ½; Hazleton Coal, 50; Big Mountain, 3; Girard Bank, 60; Commercial Bank, 57½; Mechanics' Bank, 31½; Farmers' and Mechanics' Bank, 142½. The latest quotations are: City 6s, 98½@98½; do, free of tax, 100½@100½; State 5s, reg., 97@98; do, coupon, 97@98; do, 6s, W. L., 102@102½; Reading, 50%@51; do, 6s, 1870, 96%@97; do, bonds, 91@92; Camden and Amboy, 128@126½; do, 6s, 1889, 95½@96½; do, 1883, 88@89; Penn. R. R., 53@53½; do, 1st mort., 99½@100; do, 2d mort., 96½@97; Little Schuylkill R. R., 25@28; Morris Canal, 39½@41; do, pref., 90@97; do, bonds, 90@95; Wyoming Valley Canal, 40@48; do, 6s, 80@82; Susquehanna Canal, 15@16; do, 6s, 62@62½; Sch. Nav., 15@16; do, pref., 27½@27½; do, 6s, 1882, 72½@73½; Union Canal bonds, 15@20; Delaware Div. Canal, 55½@57; do, bonds, 85@90; Elmira and Williamsport, 30@32; do, pref., 41@42; do, 7s, 1873, 93@96; do, 5s, 65@66%; Lehigh Coal and Navigation, 44%@44½; do, bonds, 1884, 88@88½; North Pennsylvania, 33@35; do, 6s, 88@88½; Philadelphia and Erie, 27½@27½; do, 6s, 94½@95½; Minehill, 57½@57½; Catawissa, 8@13½; do, pref., 27½@28; Lehigh Valley, 57½@57½; do, bonds, 94½@95; Fifth and Sixth streets, (horse,) 40@40; Second and Third, 74@76; West Philadelphia, 66@67; Spruce and Pine, 28½@29; Green and Coates, 30½@33; Chestnut and Walnut, 46@50; Thirteenth and Fifteenth, 19@19½; Girard College, 27@29; Tenth and Eleventh, 64@64½; Union, 58@57½; Hestonville, 12½@13.

**Boston.**—Boston, Hartford and Erie R. R., 18; do, 7s, 54; Indianapolis and Cin., 38½; Sandusky and Cincinnati, R. R., 83½; Connecticut and Passumpsic Rivers R. R., 80%; Nashua and Lowell R. R., 125; do, rights, 25; Ogdensburg and Lake Champlain R. R., 65; Vermont Central and Vermont and Canada 8s, 1877, 100; Rutland 1st mort., 144%; Ogdensburg 2d mort., 66½; Ph. Wil. and Balt. 6s, 1871, 96; Chicago and Northwestern Equipment 10s, 1869, 98; Central Pacific 6s, gold, 1897, 94½; do, 7s, 1883, 100; Old Colony and Newport 6s, 1875, 94½; Boston Water Power Co., 17; Cary Imp., Co., 6½; Waverly Land, 1¾; New Hampshire 6s, 1872, 97½; Massachusetts 5s, 1894, gold, 105½; Boston 5s, gold, 104½; St. Louis 6s, 1882, 82; do, 1887, 82½; do, 1874-75, 84½; Roxbury 6s, 1877, 88½; Lynn 6s, 1877, 97¾; Springfield, Ills., 8s, W. L., 98; Portland 6s, 1882, 94; do, 1867, 97; do, 1877, 92½; Bath 6s, 1891, 93; Hartford 6s, 1879, W. L., 98; Cambridge Gas, 112; North National Bank, 116½; Globe National Bank,

131½; Blackstone National Bank, 131½; Howard National Bank, 110; Merchants' National Bank, 114½; Traders' National Bank, 103½; National Bank of Redemption, 113½; Allouez Mining Co., 9; Bay State, 2½; Canada, 10c.; Concord, 3; Hancock, 8½; Hanover, 1; Humboldt, 1; Phoenix, 2; Pontiac, 75c.; St. Clair, 3; Superior, 1½.

**Baltimore.**—Western Maryland bonds, 74; Marietta and Cincinnati 1st mort., 84; N. W. Va. 1st mort., 95; Parkersburg R. R., 17½; Virginia 6s, reg., old, 42½; do, 1867, 39; George's Creek, 66; Balt. and Cuba S. & M. Co., 45; Gardner Hill, 1.60; Bank of Baltimore, 106½; Mechanics' Bank, 10; Union Bank, 59; Merchants Bank, 107½. The latest quotations are: Balt and Ohio, 121½@122; do, 6s, 1875, 98@99; do, 1880, 98@—; do, 1885, 100@—; Northern Central, 43@43½; do, bonds, 1885, 85½@85½; do, 1900, 90@—; N. W. Va., 17@17½; do, 1st mort., 94½@95; do, 2d mort., 91½@92; do, 3d mort., 1873, 88½@89; do, unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 83½@84; do, 2d mort., 168½; Central Ohio, 32@32; do, 1st mort., 82@82½; Western Md. 6s, 1890, 76@77; do, guar., 94@95; Maryland 6s, coupon, 1870, 100%@101; do, Ins., 101@101½; do, 1890, 100@100½; Baltimore 6s, 1870, 97@98½; do, 1873, 95@—; do, 1875, 99½@99½; do, 1886, 97%@98; do, 1890, 97½@98; do, coupon, 100@100; do, Park, 98½@99; do, 1892, 93½@95; do, 5s, 1838@70, 80@81; City Passenger R. R., 19@19½; Canton Co., 45@—; Gardner, 1.60@1.65; Am. Gas Coal, 0.09@0.25; Maryland Anthracite Coal, 2@4½; George's Creek, 60@75; Santa Clara, 3@5; Balt. Chrome, 0.20@0.30; Bare Hill, 0.30@0.40; Atlantic Coal, 0.60@1.00; Mineral Hill, 0.20@0.25; Baltimore Coal, 140@155.

#### St. Louis and Iron Mountain Railroad.

The St. Louis and Iron Mountain Railroad Company offer for sale a limited amount of their First Mortgage Bonds bearing seven per cent. interest payable semi-annually, the proceeds of which are to be expended in completing their line to the Mississippi river at the terminus of the Mobile and Ohio Railroad, twenty miles below Cairo. This road has for some years been in successful operation from St. Louis to Pilot Knob, with a branch to Potosi, and its local traffic alone, consisting of lead, iron, barytes, lumber, wood, cattle, with its mail, express and passenger business, affords a net profit sufficient to meet the interest on the loan asked for, to which a large through business will be added on completion. St. Louis has a population of two hundred and twenty thousand, and this road completed, will give her a direct and continuous connection with the southern states, and facilitate and increase the large commerce between them.

#### Transcontinental Railway.

Advices from Nicaragua and Costa Rica report that the Transcontinental Railroad project was again attracting attention. A representative of the house of Keith & Co., contractors for the section of the road between Lemon and Penare, had arrived at San Jose. A party of engineers were expected from New York to join in carrying out a complete survey of the route. Messrs. Keith & Co. express a highly favorable opinion as to the practicability of the projected road from Punta Arenas to the capital. The government and people strongly favor it, and hope the Americans who

have it in charge will beat the English Railway projectors in Nicaragua.

#### Railroads in Arkansas.

The Arkansas *Gazette* notices the arrival at Little Rock of A. Pisson, Paris; Maj. Buel and J. C. Prescott, St. Louis; and E. A. Protois and Leonard Haskell, New York. The former gentleman is a civil engineer who has been sent to America by the French Government to investigate our railroad system and report upon mechanical improvements connected therewith. Messrs. Buel and Prescott are large contractors, and they contemplate contracting for the building of the Pine Bluff Branch of the M. & L. R. R. The two latter gentlemen represent the interests of Fremont and are looking after the Memphis, El Paso and Guyamas road.

#### Foreign Trade of the United States.

The Bureau of Statistics in the Treasury Department at Washington has compiled the figures of the foreign trade of the United States for the late fiscal year ending June 30, 1867, from which we have prepared the following statement:

#### FOREIGN MERCHANDISE MOVEMENT.

Imported—free of duty .....	\$39,464,710
" paying duty .....	372,768,418
Total .....	\$412,233,128
Less gold and silver .....	\$22,264,285
Less goods re-exported ..	20,732,990
	42,997,275

Total (including goods in bonds), \$369,235,848

#### SPECIE MOVEMENT.

Foreign gold and silver imported .....	\$22,264,285
Exported from Atlantic ports .....	\$41,655,571
And from Pacific ports .....	13,460,813
	55,116,884

Net outgo of precious metals .....

June 30, 1866, imported .....	\$10,829,156
Exported same year .....	86,044,071

75,714,915

Falling off in net specie outgo .....

#### DOMESTIC PRODUCE MOVEMENT.

Total gold value .....

#### RESULTING TRADE BALANCES.

Import of merchandise, gold value .....	\$369,235,848
Produce export, gold value .....	\$279,857,732

Difference against United States, \$57,026,017

Work on the Macon and Warrenton Railroad is proceeding favorably. The Milledgeville *Union* thinks it will be completed to that point by the middle of November.

The Lynchburg and Danville Railroad has been located for twenty miles from Lynchburg, and the location will shortly be completed to Staunton River.

The Central Pacific Railroad is graded to the Nevada line. Workmen have moved further east.

**Railroad Earnings--Weekly.**

The earnings of the St. Louis, Alton and Terre Haute Railroad for the 2d week in September, 1867, were ..... \$51,447 02  
Corresponding week of previous year. 48,979 91

Increase ..... \$2,467 11

The earnings of the Michigan Central Railroad for the 2d week in Sept., 1867, were \$110,402 60  
Corresponding week of previous year.. 92,647 91

Decrease ..... \$17,754 69

The earnings of the Atlantic and Great Western Railway for the second week in Sept., 1867, were..... \$118,729 00  
Corresponding week previous year... 166,635 00

Decrease..... \$52,906 00

The earnings of the Western Union Railroad for the 2d week in Sept., 1867 ..... \$80,415 31  
Corresponding week previous year.... 19,154 35

Increase ..... \$11,260 96

The earnings of the Marietta and Cincinnati Railroad the 2d week in Sept., 1867 .. \$29,700 00  
Corresponding week previous year.... 26,384 00

Increase ..... \$8,316 00

The earnings of the Detroit and Milwaukee Railroad for the week ending September 19, 1867, were ..... \$48,362 00  
Corresponding week of 1866..... 41,409 00

Increase..... \$1,953 00

The earnings of the Michigan Southern and Northern Indiana Road for the 3d week in Sept. 1867, were..... \$122,218 00  
Corresponding week of 1866 ..... 107,369 00

Increase..... \$14,849 00

The earnings of the Chicago and Northwestern Railroad for 3d week in Sept., 1867. .... \$252,362 75  
Corresponding week previous year .. 231,678 22

Increase..... \$120,684 53

The earnings of the Toledo, Wabash and Western Railroad for the 1st, 2d and 3d weeks in September have been as follows:

1st week.	2d week.	3d week.
1867. .... \$84,575 07	\$93,676 80	\$90,959 67
1866. .... 88,601 58	88,166 44	77,991 51

Decrease. \$4,026 51

Increase .. \$10,510 36 \$12,968 16

The earnings of the Chicago and Alton Railroad for the second week in Sept., 1867, were ..... \$103,502 58  
Corresponding period previous year.. 85,882 58

Increase..... \$17,620 00

The earnings of the Chicago and Rock Island Railroad for the 3d week in Sept., 1867, were..... \$145,500 00  
Corresponding week of previous year.. 90,943 00

Increase..... \$54,557 00

The earnings of the Virginia and Tennessee Railroad for the second week of Sept., were \$28,122, an increase of \$8,141 on the same week last year. Total for the fiscal year commencing 1st of July, \$185,486, an increase of \$46,989 on same time in 1866.

**Hugh McHenry, Esq., has been chosen President of the Vermont Valley Railroad Company, and J. H. Williams, Treasurer.**

**The Colombian Government has extended the Panama Railroad Company's franchise for 99**

years, for a consideration of \$1,000,000 cash, gold, and annual payments of \$250,000 from date.

**Journal of Railroad Law.**

**LIABILITY FOR FIRE, COMMUNICATED BY DEFECTIVE ENGINE.—DAMAGES, WHEN TOO REMOTE.**

We give this week the case of *Ryan vs. The N. Y. Central Railroad Company*, lately decided by the Court of Appeals of this State. The facts are these: On the 15th day of July, 1854, in the City of Syracuse, the defendant, by the careless management, or through the insufficient condition of one of its engines, set fire to its woodshed and a large quantity of wood therein. The plaintiff's house situated at a distance of one hundred and thirty feet from the shed soon took fire from the heat and sparks, and was entirely consumed notwithstanding diligent efforts were made to save it. A number of other houses were also burned by the spreading of the fire. The plaintiff brings this action to recover from the railroad company the value of this building thus destroyed. The Judge at the Circuit Court non-suited the plaintiff, and the General Term of the fifth district affirmed the judgment.

**HUNT, J.**—The question may be thus stated. A house in a populous city takes fire through the negligence of the owner or his servant, the flames extend to and destroy an adjacent building. Is the owner of the first building liable to the second owner for the damage sustained by such burning? It is a general principle that every person is liable for the consequences of his own acts. He is thus liable in damages for the proximate result of his own acts, but not for remote damages. It is not easy at all times to determine what are proximate and what are remote damages. In *Thomas vs. Winchester*, (2 Seld., 408,) Judge Ruggles defines the damages for which a party is liable as those which are the natural or necessary consequences of his acts. Thus the owner of a loaded gun, who puts it into the hands of a child, by whose indiscretion it is discharged, is liable for the injury sustained by a third person from such discharge, (5 Maule and Sel., 198.) [The injury is the natural result of the folly of placing a loaded gun in the hands of one ignorant of the manner of using it, and incapable of appreciating its effects. The owner of a horse and cart who leaves them unattended in the street, is liable for an injury done to a person or his property by the running away of the horse. *Lynch vs. Nurdin*, 1 Adol. and Ellis, U. S., 29. *Illidge vs. Goodin*, 5 Car. and P., 190, for the same reason. The injury is the natural result of the negligence. If the party thus injured had, however, by the delay or confinement from his injury, been prevented from completing a valuable contract from which he expected to make large profits, he could not recover such profits from the negligent party in the cases supposed. Such damages would not be the necessary or natural consequences, nor the results ordinarily to be anticipated from the negligence committed, (6 Hill, 522, 13 Wend., 601; 3 E. D. Smith, 144.) So if an engineer upon a steamboat or locomotive in passing the house of A, so carelessly manages its machinery that the coals and sparks from its fires fall upon and consume the house of A, the railroad company or the steamboat proprietors are liable to pay the value of the property thus destroyed. (*Field vs. New York Central Railroad Company*, 32 N. Y.,

339.) Thus far the law is settled and the principal is apparent. If, however, the fire communicates from the house of A to that of B, and that is destroyed, is the negligent party liable for his loss. And if it spreads thence to the house of C, and thence to the house of D, and thence consecutively through the other houses until it reaches the house of Z, is the party liable to pay the damages sustained by these twenty-four sufferers? The counsel for the plaintiff does not distinctly claim this, and I think it would not be seriously insisted that the sufferers could recover in such case. When there is the principal upon which A recovers and Z fails. It has been suggested that an important element exists between an intentional firing and a negligent firing merely, that when a party designedly fires his own house or his own fallow land, not intending, however, to do any injury to his neighbor, but a damage actually results, that he may be liable for more extended damages than where the fire originated in accident or negligence. It is true that the most of the cases where the liability was held to exist were cases of an intentional firing. The case, however, of *Vaughn vs. Menlove*, (32 Eng. c. e., 618,) was that of a spontaneous combustion of a hay-rick. The rick was burned, the owners buildings were destroyed, and thence the fire spread to the plaintiff's cottage which was also consumed. The defendant was held liable. Without deciding upon the importance of this distinction, I prefer to place my opinion upon the ground, that in the one case, to wit, the destruction of the building upon which the sparks were thrown by the negligent act of the party sought to be charged, the result was to have been anticipated the moment the fire was communicated to the building, that its destruction was the ordinary and natural result of its being fired. In the second, third or twenty-fourth case as supposed, the destruction of the building was not a natural and expected result of its first firing. That a building upon which sparks and cinders fall should be destroyed or seriously injured must be expected, but that the fire should spread and other buildings be consumed, is not a necessary or a usual result. That it is possible, and that it is not unfrequent cannot be denied. The result, however, depends not upon any necessity of a further communication of the fire, but upon a concurrence of accidental circumstances, such as the degree of the heat, the state of the atmosphere, the condition and materials of the adjoining structures and the direction of the wind. These are accidental and varying circumstances. The party has no control over them, and is not responsible for their effects. My opinion therefore, is that this action cannot be sustained, for the reason that the damages incurred are not the immediate but the remote result of the negligence of the defendants. The immediate result was the destruction of their own wood and sheds, beyond that it was remote. In *Guille vs. Sawan* (19 Johns, 381,) the defendants' balloon descended into the plaintiff's garden, and a crowd of people rushing in to relieve him, as well as from motives of curiosity, trod down the plaintiff's vegetables and flowers. For the injury done by himself, as well as by the crowd the defendant was held to be answerable. He was held to have substantially requested the presence of the crowd there, and therefore to have been re-

sponsible for the result of their action. Without determining its effect, it will be observed that the fact exists in each of these cases, that the first act or impulse was voluntary and intentional on the part of the defendant. Scott intentionally drew his squib, Vanderburgh intentionally drove the negro boy, and Swan intentionally descended into the plaintiff's garden, and invoked the aid of the multitude. In each case too, the result was deemed by the Court, to be the inevitable consequence of the original unlawful and improper act. There would seem to be no inconsistency in principle between either of these cases, and the conclusion already announced in the present case whether the principle has been always correctly applied, it is not necessary to determine. That the defendant is not liable in this action, may also be strongly argued, from the circumstance that no such action as the present has ever been sustained in any of the Courts of this country, although the occasion for it has been frequent and pressing. Particular instances are familiar to all, where such claims might have been made with propriety. The instance of the Harpers occurring a few years ago is a striking one, (23 N. Y., 441.) Their large printing establishment in the City of New York, was destroyed by the gross carelessness of a workman in throwing a lighted match into a vat of camphene, the fire extended to other buildings and much other property was destroyed. The Harpers Brothers were gentlemen, and able to respond in damages to the extent of their liability. Yet we have no report in the books, and no tradition of an action brought against them to recover such damages. The novelty of the claim, as was said by Judge Beardsley in Costigan *vs.* M. & H. R. R. Co., where the occasion for its being made had been so common, is a strong argument against its validity, (2 Denio, 609. In the People *vs.* Clark (10 Barb., 143.) Judge Cady says, the fact that the plaintiffs have never before this commenced an action to vacate a grant made by the King, because it was made upon false suggestions, furnishes strong evidence that the plaintiffs never had a right to bring such an action. It was Littleton's rule "what never was never ought to be," (1 Ver., 385.) To sustain such claims as the present, and to follow the same to its legitimate consequences, would subject to a liability against which no prudence could guard, and to meet which no private fortune would be adequate. Nearly all fires are caused by negligence in its extended sense. In a country where wood, coal, gas and oil are universally used, where men are crowded into cities and villages, where servants are employed, and where children find their home in all houses, it is impossible that the most vigilant prudence should guard against the occurrence of accidental or negligent fires. A man may insure his own house or his own furniture, but he cannot insure his neighbor's building or furniture, for the reason that he has no interest in them. To hold that the owner must not only meet his own loss by fire, but that he must guarantee the security of his neighbors on both sides, and to an unlimited extent, would be to create a liability which would be the destruction of all civilized society. No community could long exist under the operation of such a principle. In a commercial country each man, to some extent

runs the hazard of his neighbor's conduct, and each by insurance against such hazard, is enabled to obtain a reasonable security against loss.

To neglect such precaution and to call upon his neighbor on whose premises the fire originated, to indemnify him instead, would be to award a punishment quite beyond the offence committed. It is to be considered also, that if the negligent party is liable to the owner of a remote building thus consumed, he would also be liable to the insurance companies, who should pay losses to such remote owners. The principle of subrogation would entitle the companies to the benefit of every claim held by the party to whom a loss should be paid. In deciding this case, I have examined the authorities cited from the year books, and have not overlooked the English statutes on the subject, or the English decisions extending back for many years. It will not be useful further to refer to these authorities, and it will be impossible to reconcile some of them with the view I have taken. The remoteness of the damage in my judgment forms the true rule on which the question should be decided, and which prohibits a recovery by the plaintiff in this case. Judgment should be affirmed.

#### PENNSYLVANIA RAILROAD.

At a meeting of the directors of this company, held in Philadelphia on the 4th inst., the following preamble and resolution was adopted:

*Whereas,* numerous applications have been made to this company from the holders of the first and second mortgage coupon bonds to convert the same into the registered general mortgage bonds, dated July 1, 1867; therefore be it

*Resolved,* That the Treasurer be and he is hereby instructed to cause public notice to be given that this company is now prepared to exchange its registered bonds, secured by a general mortgage upon the line from Philadelphia to Pittsburgh, of the estate, real and personal, and corporate franchises therein mentioned, dated July 1, 1867, for the first and second mortgage coupon bonds of said company, on the road between Harrisburg and Pittsburgh.

 The New Haven Register says that the Air Line Railroad has been surveyed from New Haven to Middletown during the past few weeks, by General Terrell of New York. His route is twenty one miles long, and can be built for \$600,000 (he says), not including the right of way and the portion already built. Responsible parties from New York went over the route last week with General Terrell, and they say that they can build the road and have it in running order in six months.

The Grant County Witness says that work has commenced on the Dubuque, Platteville and Milwaukee Railroad at Calamine. The work will be pushed through vigorously in order to complete eight miles of road by the first of January.

#### TO IRON FOUNDERS.

BY USING THE WASTE HEAT FROM A CUPOLA FURNACE, connected with a Harrison Boiler, a saving of the entire cost of fuel for the blast can be guaranteed.

As thus applied, it may be seen daily in operation from 2 to 5 o'clock, p. m., at the Harrison Boiler Works, Gray's Ferry Road, Philadelphia, Pa.

J. B. HYDE, Agent,  
119 Broadway,  
New York.

384

#### HOWE'S STANDARD SCALES

 These Scales are placed entirely upon their actual merits, as every Scale is warranted to give entire satisfaction. Call and examine our stock of every variety of Scale, also, Certificates from our leading merchants who have had them in use in this city for eleven years. Second-hand Scales of various makers, taken in part pay for ours, for sale cheap.

FRANK E. HOWE,  
No. 3 PARK PLACE,  
First Store from Broadway.

#### AUCTION SALE.

#### 3 LOCOMOTIVES, 4-8 1-2 GAUGE, At Monument Foundry, Baltimore, Md.,

Thursday 12 M., Oct. 17, 1867.

No. 1. Engine and Tender complete. Cylinders 15x20. Link Motion. 4-66 in. Drivers connected. Copper Flues. Weight about 23 tons. Tender 8 wheeled. Capacity, 1800 gallons.

No. 2. Engine and Tender complete. Cylinders 15x20. Hook Motion. 4-66 in. Drivers connected. Copper Flues. Weight about 24 tons. Tender, 8 wheeled. Both the above, thoroughly REBUILT by one of the best makers, and ready for immediate use.

No. 3. Without Tender, as it stands without repairs. Cylinders 18x22. 8-41 in. Drivers connected. Weight about 33 tons.

These Engines or any of them are offered at PRIVATE SALE at low figures, subject to inspection, any time prior to date above mentioned, on which day, unless so disposed of, they will be POSITIVELY SOLD AT AUCTION to the highest bidder, on account of whom it may concern. For further particulars, address

KASSON & CO.,  
62 Broadway, New York.

FARNUM & SAMUEL,  
IRON COMMISSION MERCHANTS,  
No. 339 Walnut Street,  
PHILADELPHIA.

RAILROAD IRON  
OF ALL PATTERNS.  
Pig, Bar and Sheet Iron. Boiler Plate, Fire Bricks, etc.

SOLE AGENTS FOR  
LEBANON SPIKE WORKS.  
Samples and Prices furnished on application.

#### Machinists Tools,

MADE BY

LOWELL MACHINE SHOP.  
FOR SALE BY  
STEVENS & PEIRSON, Agents,  
48 KILBY ST., BOSTON.

From new and improved patterns. Tools from Special Patterns built to order. 6in35

NOTICE TO CONTRACTORS.  
LYNCHBURG AND DANVILLE RAILROAD,  
CHIEF ENGINEER'S OFFICE,  
LYNCHBURG, JULY 12, 1867.

At a meeting of the Board of Directors of the Lynchburg and Danville Railroad Company, held at the office of the Company on the 11th day of July, 1867, it was ordered that the Chief Engineer be directed to proceed to once to locate the road on the route adopted, near Pennsylvania Court House, and that he advertise FOR SEALED PROPOSALS for the construction of Twenty-five miles of the road, (from Lynchburg to Staunton River,) including Staunton River Bridge, near the Pocket Ford. Said proposals to be opened and examined on the FIRST DAY OF NOVEMBER, 1867. And that he prepare, as soon as practicable, before the FIRST OF NOVEMBER, plans, profiles and specifications of the work for the inspection and information of all persons concerned.

In obedience to the above order, on and after the 15th day of October next, plans, profiles and specifications of the work will be open for inspection at this office.

Sealed proposals to be addressed to the undersigned,  
W. W. BLACKFORD,  
Chief Engineer

638

**FIRST MORTGAGE BONDS.**  
**ST. LOUIS AND IRON MOUNTAIN**  
**RAILROAD COMPANY.**  
**Seven Per Cent. Interest, Payable**  
**February and August.**

These Bonds cover a Road of 91 miles, finished from St. Louis to Pilot Knob, and in first-class order, and an extension of about the same length from Pilot Knob to Belmont, now rapidly constructing, for which the proceeds of these bonds are to be used, making a through route from Saint Louis to New Orleans by rail.

The earnings of the 91 miles are \$600,000 a year; the net profits now are sufficient to pay the interest on the entire amount of bonds, were they all issued.

The basis of security is believed to be beyond that of any other bonds now offered.

Apply at the Office of the Company, No. 43 Wall st., to  
H. G. MARQUAND, Vice-President,  
Or to CLARK, DODGE & CO.,  
433 Corner of Wall and William st.

**PUMPS.**  
**STEAM, POWER AND HAND PUMPS,**  
**OF ALL SIZES FOR**  
**Railway Stations, Factories of all**  
**descriptions, Public and Private**  
**Water Works, &c., &c.**

The Steam Ram for Feeding Boilers.

**THE STEAM SIPHON FOR MINING TAIL.**  
Also, BLOWING ENGINES, AIR PUMPS, and all kinds of Hydraulic and Pneumatic Machinery. Send for circulars to

**PHILAD. HYDRAULIC WORKS,**  
No. 247 South 3d Street,  
Philadelphia, Penn.

Engineers and Surveyors take Notice.

A YOUNG MAN of Massachusetts, wishes to obtain a situation as an Assistant Engineer or to be taken in as a partner in a well established business anywhere in New England. Understands Railroad Engineering, Surveying, Drafting and Lettering. Refers to Mr. J. G. Chase and Prof. H. L. Eustis, Cambridge, Mass., and Gen. I. M. St. John, Chief Eng. Maj. Peyton Randolph and Mr. Powell C. Johnson, of the Louisville, Cincinnati and Lexington R. R., Louisville, Ky. Address JOHN H. PEARSON,

1st Ass't Eng. L. C. & L. R. R.  
Bramlette, Gallatin Co., Ky.  
September 18th, 1867.

**Carriages and Harness.**

No Broadway Expenses nor Profits.

A LARGE ASSORTMENT of PHAETONS, FINE BUGGIES, ROCKAWAYS, DEPOT JAGGER, EXPRESS or SUNDOWN WAGONS, &c. Also CONCORD BUGGIES and FULL-PLATED HARNESS for SOUTHERN TRADE; Saddles, Bridles, Whips, Sheets, Blankets, Rugs, Mats, Halters, &c.

CHEAPEST HOUSE IN THE CITY.

**TUFT'S REPOSITORY,**  
47 Cedar Street, New York.

**THE**  
**Keystone Bridge Company**  
**OF PITTSBURGH, PA.**

This Company possess unrivalled facilities for manufacturing and erecting every description of IRON and WOODEN RAILWAY and ROAD BRIDGES, ROOFS, TURNTABLES and BUILDINGS.

"LINVILLE AND PIPER" PATENT IRON BRIDGES.

SELF-SUSTAINING PIVOT BRIDGES.

SUSPENSION BRIDGES—ORNAMENTAL PARK BRIDGES.

Contractors for Wood or Iron Bridges of any pattern, as per plans and specifications.

CIRCULARS sent on application.

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WALTER KATIE, Engineer.  
A. D. CHERRY, Secretary.

**ACROSS THE SIERRA NEVADAS.**

**THE**  
**CENTRAL PACIFIC RAILROAD,**

**THE WESTERN HALF OF THE**  
**GREAT NATIONAL TRUNK LINE**  
**Across the Continent,**

Being constructed WITH THE AID AND SUPERVISION OF THE UNITED STATES GOVERNMENT, is destined to be one of the most important lines of communication in the world; as it is the sole link between the Pacific Coast and the Great Interior Basin, over which the immense Overland travel must pass, and the

**Principal Portion of the Main Stem Line between the two Oceans.**

Its line extends from Sacramento, on the tidal waters of the Pacific, eastward across the richest and most populous parts of California, Nevada and Utah, contiguous to all the great Mining Regions of the Far West, and will meet and connect with the roads now building east of the Rocky Mountains. About 100 miles are now built, equipped and in running operation to the summit of the Sierra Nevada. Within a few days 35 miles, now graded, will be added, and the track carried entirely across the mountains to a point in the Great Salt Lake Valley, whence further progress will be easy and rapid. Iron, materials and equipment are ready at hand for 500 miles of road, and 10,000 men are employed in the construction.

The local business upon the completed portion surpasses all previous estimate. The figures for the quarter ending August 31 are as follows in GOLD:

GROSS EARNINGS,	OPERATING EXPENSES,	NET EARNINGS,
\$487,579 64	\$86,543 47	\$401,031 17

or at the rate of two millions per annum, of which more than three-fourths are net profit on less than 100 miles worked. This is upon the actual, legitimate traffic of the road, with its terminus in the mountains, and with only the normal ratio of government transportation, and is exclusive of the materials carried for the further extension of the road.

The Company's interest liabilities during the same period were less than \$125,000.

Add to this an ever-expanding through traffic and the proportions of the future business become immense.

The Company are authorized to continue their line eastward until it shall meet and connect with the roads now building east of the Rocky Mountain ranges. Assuming that they will build and control half the entire distance between San Francisco and the Missouri River, as now seems probable, the United States will have invested in the completion of 863 miles \$35,592,000, or at the average rate of \$35,000 per mile—not including an absolute grant of 10,000,000 acres of the Public lands. By becoming a joint investor in the magnificent enterprise, and by waiving its first lien in favor of the First Mortgage Bondholders, THE GENERAL GOVERNMENT, IN EFFECT, INVITES THE CO-OPERATION OF PRIVATE CAPITALISTS, and has carefully guarded their interests against all ordinary contingencies.

The Company offer for sale, through us, their

**First Mortgage Thirty-Year Six Per Cent. Coupon Bonds,**

**Principal and Interest Payable in Gold Coin,**

in New York City. They are in sums of \$1,000 each, with semi-annual gold coupons attached, and are selling for the present at 95 per cent. and accrued interest from July 1st added, in currency, at which rate they yield nearly

**Nine Per Cent. upon the Investment.**

These Bonds, authorized by act of Congress, are issued only as the work progresses, and to the same amount only as the Bonds granted by the Government; and represent in all cases the first lien upon a completed, equipped and productive railroad, in which have been invested Government subsidies, Stock subscriptions, donations, surplus earnings, etc., and which is worth more than three times the amount of First Mortgage Bonds which can be issued upon it.

The Central Pacific First Mortgage Bonds have all the assurances, sanctions and guarantees of the Pacific Railroad Act of Congress, and have in addition several noticeable advantages over all other classes of railroad bonds.

First—They are the superior claim upon altogether the most vital and valuable portion of the through line.  
Second—Beside the fullest benefit of the government subsidy, (which is a subordinate lien,) the road receives the benefit of large donations from California.

Third—Fully half the whole cost of grading 800 miles eastward of San Francisco is concentrated upon the 150 miles now about completed.

Fourth—A local business already yielding three-fold the annual interest liabilities, with advantageous rates payable in coin.

Fifth—The principal as well as the interest of its Bonds being payable in coin, upon a legally binding agreement.

Having carefully investigated the resources and prospects of the Road, and the management of the Company's affairs, we cordially recommend these Bonds to Trustees, Executors, Institutions and others as an eminently sound, reliable and remunerative form of permanent investment.

**CONVERSIONS OF GOVERNMENT SECURITIES INTO**  
**CENTRAL PACIFIC FIRST MORTGAGE BONDS,**

now realize for the holders from

**Twelve to Eighteen per Cent. Advantage,**

WITH THE SAME RATE OF INTEREST.

The following are the current rates (September 9th,) subject, of course, to slight variations from day to day. We receive in exchange:

U. S. Sixes, 1867, coupon, and pay difference .....	158.49	U. S. Five-Twenties, 1867, (new), coupon, do .....	120.99
U. S. Five-Twenties, 1862, coupon, do .....	180.49	U. S. Ten-Forties, coupon, and pay difference .....	38.49
U. S. Five-Twenties, 1864, coupon, do .....	135.99	U. S. Seven-thirties, (2d series), do, do .....	128.19
U. S. Five-Twenties, 1865, coupon, do .....	145.49	U. S. Seven-thirties, (3d series), do, do .....	122.18
U. S. Five-Twenties, 1865, (new), coupon do .....	120.99		

For sale by Banks and Bankers generally, of whom descriptive Pamphlets and Maps can be obtained, and by

**FISK & HATCH,**

**Bankers & Dealers in Gov't Securities, and**

**Financial Agents of the C. P. R. R. Co.,**

**o. 5 Nassau St., N. Y.**

**OIL! OIL!! OIL!!!**  
FIRST PREMIUM.....PARIS, 1867.  
EXPOSITION UNIVERSELLE!  
**PEASE'S IMPROVED OILS!**  
Acknowledged the Best in the World! The Highest  
Award over all others!

Grand Silver Medal and Diploma!  
The Only One to the United States awarded to  
F. S. PEASE,  
For the Greatest Excellence in Oils for Lubricating and  
Burning.

London ..... 1862.  
**WORLD'S FAIR—TWO PRIZE MEDALS**  
Awarded to F. S. PEASE for Improved Engine, Sig-  
nal, Lard, and Premium Petroleum, as the Best made:

These Improved Oils cost no more than many of the  
common oils in market, while they are endorsed by the  
greatest experience and highest authority in the United  
States and Europe, and offered to the public upon the  
most thorough, reliable, and practical tests as the Best  
Oils made for  
Railroads, Steamers, and for Machinery and  
Burning.

F. S. PEASE, Oil Manufacturer,  
Nos. 61 and 63 Main street, Buffalo, N. Y.  
N. E.—Reliable orders filled for any part of the world.

Louis Windmuller & Roelker,  
No. 20 Reade Street, New York,  
IMPORTING COMMISSION MERCHANTS,  
SOLE AGENTS IN THE UNITED STATES FOR  
Hellenbeck's best Refined German Steel.  
Erbischloë's Double do. do. do.  
" Warranted Cast Steel Files.

**D. APPLETON & CO.,**  
443 & 445 Broadway,  
Publish this day a New Edition of the

**IRON MANUFACTURE**  
OF GREAT BRITAIN.

Theoretically and Practically Considered, Including Descriptive Details of the Ores, Fuels, and Fluxes employed, the Preliminary Operation of Calcination, the Blast, Refining, the Puddling Furnaces, Engines, and Machinery, and the various Processes in Union, etc., etc. By W. TRUMAN. Second Edition. Revised from the Manuscripts of the late Mr. Truman, by J. ARTHUR PHILLIPS, Author of "A Manual of Metallurgy," and WM. H. DOMAN, C. E. 1 vol., large 8vo. Illustrated with 68 Plates. Price, \$10 00.

Mr. Truman's work is really the only one deserving the name of a treatise upon and text-book of the Iron Manufacture of the kingdom. It gives a most comprehensive and minute exposition of present practice, if the term may be applied to Iron manufacture as distinguished from strictly professional subjects. The author does not go out of his way to theorize upon how iron should be or may be made, but he describes how it is made in all the iron districts of the kingdom.—*Engineer.*

437

NEW YORK, July 25, 1867.  
**STOCKHOLDERS IN THE ERIE RAILWAY COMPANY** who favor such a change in the administration as may accrue to the owners of the property some regular income out of its very large present and prospective earnings, are requested to send their proxies to any one of the undersigned.

WORK, DAVIS & BARTON,  
D. P. MORGAN,  
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5th. The Union Pacific Railroad bonds can be issued only as the road progresses, and therefore can never be in the market unless they represent a *bona fide* property.

6th. Their amount is strictly limited by law to a sum equal to what is granted by the U. S. Government, and for which it takes a second lien as its security. This amount upon the first 517 miles west from Omaha is only \$16,000 per mile.

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This wheel will cost no more to manufacture than the old wheel, while it is certain that a much better and more reliable chill of the tread portion of the wheel is had than by the old way of casting wheels. This wheel can be put upon the old axles and trucks of Railroad Cars—there being nothing required to be new save the wheel.

Rights to Manufacture this Car Wheel can be had upon the most liberal terms of the owners of the Patent, ELNATHAN SAMPSON, EDWIN CHAMBERLIN and MARCUS P. NORTON, of the City of Troy, N. Y.

Several Licenses have already been granted for the manufacture of this Car Wheel.

The owners of this Patent have appointed, as a matter of convenience, EDWIN CHAMBERLIN, Troy, N. Y., Corresponding Secretary, to whom all communications for information should be addressed, which will receive prompt attention.

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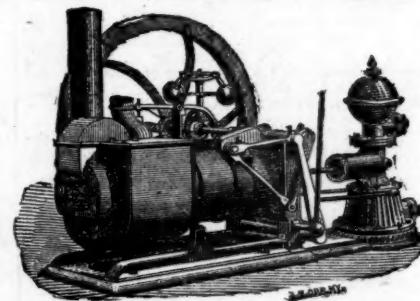
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